

AMERICAN

OFFICE 132 BROADWAY,

Factory 282 and 283 Seventh Avenue, New York

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

SATURDAY, JULY 24, 1869.

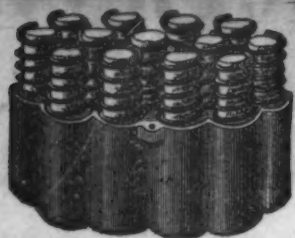
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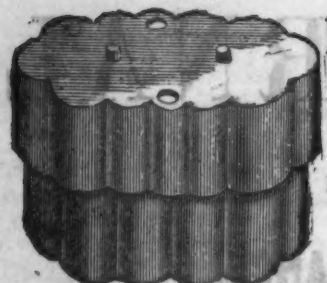


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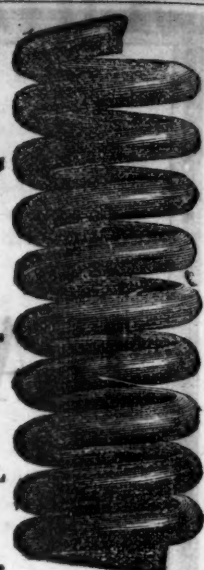
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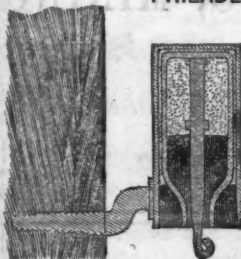
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SATURDAY, JULY 24, 1869.

[WHOLE No. 1,736, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Union Pacific Railroad	817
Mobile and Ohio Railroad	818
Northern Pacific Railroad	818, 819
Commercial Relations between the United States and Canada	819
Railroads in Iowa	821
Railroad Earnings	823
Federal and State Securities	824
Dividend and Interest Tables	822, 825
Railroad Share List	830
City Passenger Railroad Share and Bond Lists	835
Stock Exchange and Money Market	837
Journal of Railroad Law	840
Railroad Car Seats	840
Atchafalpa and Enfield Railroad	842

American Railroad Journal.

New York Saturday, July 24, 1869.

Union Pacific Railroad.

The following letter was received by JAY COOKE & Co. from W. MILNER ROBERTS, a prominent civil engineer, and one of the commission sent out by JAY COOKE & Co., to examine a route for the Northern Pacific Railroad Company eastward from Puget Sound. In passing over the Union Pacific Railroad, he makes the following flattering report:

SALT LAKE CITY, June 18, 1869.

Messrs. Jay Cooke & Co.:

GENTLEMEN:—We arrived here yesterday morning by stage, twenty-eight miles from the railroad station "Deseret," changed the day we left Omaha to "Wintah," after a prominent range of snow mountains, in sight of which we were nearly all day of the 16th. The view of these snow-clad summits, standing at an elevation of eleven or twelve thousand feet above the sea, is both beautiful and grand.

The railroad from Omaha to Cheyenne, 516 miles is equal, in all respects, to the best of our first-class Eastern roads, and superior to most of them on account of its easy grades. On this whole distance the road is remarkably smooth, so that it is easier to write as the cars are going than on any railroad that I know of. Nearly the whole of it is ballasted with fine gravelly material. It is all prairie land, and all the way in the valley of the Platte River or its branches. At "North Platte," 291 miles from Omaha, the line takes the valley of the South Platte, and runs on the north

side of it to "Julesburg," 377 miles from Omaha. Thence it follows the "lodge pole" fork of the South Platte to "Pine Bluffs," 475 miles from Omaha. It then passes across an easy "divide" over to the waters of "Crow Creek," another tributary of the South Platte, and descends to Cheyenne, 516 miles from Omaha. Omaha the starting point, is 760 feet above the sea; Cheyenne is 5,921 feet above the sea; so that the total rise is 4,961 feet in 516 miles, or an average of 9.61 feet per mile—the maximum rise for short distances being thirty-five feet per mile, excepting that in getting out from Omaha there is at present a grade of sixty-two feet per mile, which, however, on the completion of the bridge across the Missouri at Omaha, now in progress, will be reduced to about forty feet per mile, and which, occurring at an important city, is not of much moment. Practically the railroad from Omaha to Cheyenne is a straight line for 516 miles, with ruling grades below thirty feet per mile, and averaging about ten feet per mile. This entire distance is a grass country: but most of the way it may be cultivated, and produce Spring wheat, corn, potatoes, oats, &c. At present it is virgin soil, ranged over by antelopes, occasional Indians and emigrants, and latterly by the railroad, and now dotted with railroad villages about every fifteen miles, these villages as yet depending wholly on the railroad employes and the travel by rail, no local trade existing along the route till we reach the Cheyenne, where the stage road runs to Denver, 110 miles off.

As far as Cheyenne we were honored with the company of Ex-Secretary SEWARD and his family. At Cheyenne he was welcomed by a crowd and a band of music; and here he bade our party farewell, intending to proceed to Denver, and afterward to the Pacific.

Cheyenne bears somewhat the same relation to the passage of the Black Hills range of the Rocky Mountains that Altoona bears to the Allegheny range on the Pennsylvania Central Road; only, however, in this, that at Cheyenne the grade increases, and continues gradually increasing to the pass of the mountain at the summit at Sherman; the highest point attained by the railroad anywhere between the Atlantic and the Pacific Ocean—Sherman being 6,235 feet above the sea.

But here the resemblance ceases. The ascent of the Black Hills, from Cheyenne to Sherman, a distance of thirty-three miles, is entirely different from that on the Allegheny slope. In the thirty-three miles the rise is 2,314 feet, or an average of seventy feet per mile. But in attaining this easy ascent there is no heavy crest, no deep fills, the deepest cuts only about twenty feet, and no tunnels, and on the very top, at Sherman, it so happens that there is a slight depression, requiring an embankment about four feet high.

I watched this portion of the line critically all the way, although it was by moonlight, in company with Dr. CLAXTON, looking from the hind platform of the hinder car, and I was particularly struck with the fact that there is little more work on these thirty-three miles than on the route approaching Cheyenne from the east, and no appearance of a mountain ascent. Such is this remarkable pass.

In fact, it is not necessary that even this summit should be passed by the railroad, for the Laramie Fork, as well as the main North Fork of the Platte, cuts through the Black Hills, and could have been followed with regularly ascending grades, though no more circuitous and more costly routes. Where the line now crosses the Laramie west of the Black Hills, it is 7,123 feet above the sea, or 1,112 feet lower than the Sherman summit; and at the crossing of the North Platte, west of the Black Hills, it is only 6,477 feet above the sea, or 1,658 feet below Sherman.

These features are not generally understood by our people in the East. On the entire distance, 549 miles from Omaha to Sherman, on the highest summit passed between the two oceans, the work is absolutely trifling, the curves of the easiest kind, and the grades as above stated.

From the Sherman summit, descending the slopes of the Black Hills, the work is heavier and the grades somewhat undulating, the maximum descending grades being 86 feet per mile for about ten miles into the valley of the Laramie. The general range of the height of the grade above the sea, from the Laramie, crossing 28 1/4 miles west of Sherman to Green River, is from 7,000 to 6,000 feet in a distance of 274 miles, between Laramie and Green River, with no very heavy work at any point. At Green River the grade is 6,112 feet above the sea, and at the Aspen summit, 92 1/2 miles further west, it is 7,463 feet. Aspen is the second highest summit on the Union Pacific Road, and is 772 feet lower than Sherman, at a point 989 miles from Omaha. At Deseret, or Wintah now, we left the cars to go over to Salt Lake City, 28 miles south of the railroad, by stage over a tolerably good road, which we passed in a little less than six hours, between 1 and 7 o'clock, on the morning of Thursday June 17.

I will not take time to write a description of this curious city, or of the little incidents attending our journey and stay here since yesterday morning. I prefer to generalize a little in connection with the Union Pacific Railroad, as far as we have passed over it.

It is a good, well-located and well-constructed railroad in most of the distance from Omaha to Wintah, 1,024 miles. From Piedmont west for about ninety miles, the track was hastily laid during the Winter, and at a number of points trestle-work still supplies the place of the more perman-

ent bridge structures which are in process of erection; but it will require only a short time and no large expenditure of money to make it as good as the best in the country. We made very good time over even the worst parts of it, with no extraordinary motion of the cars. I could take notes comfortably on the very roughest portions. I can have no doubt, therefore, (having been over all excepting sixty miles of the Union Pacific,) that the whole 1,084 miles will, in a very short time, be equal throughout to the best roads in the East.

Respecting the business to be done on these 1,084 miles, it is obvious that it must be almost wholly through travel and transportation. There can be no local trade or travel excepting what may come in from Denver, at Cheyenne, and from Salt Lake City, at Wintah, or that vicinity. Branch railroads will be at once constructed to both Denver and Salt Lake City. At all other points the only business must be such as arises from the working of the road—nothing more.

After some years the country between Omaha and Cheyenne will be settled and cultivated, and thus create local business; but beyond Cheyenne the nature of the ground is such that very little settlement can take place in the present age, a large portion of the distance being sage desert and alkali plains. Concerning the through trade and travel I am not yet prepared to speak.

As to snow, my opinion is, from the best data I have been able to gather, that the snow difficulty on the Black Hills, and on the Union Pacific line (1,084 miles) generally, has been greatly exaggerated in the newspapers, and that it will not prove to be so very formidable. Last Winter was, however, a favorable one; less snow than usual fell, and the railroad was obstructed for several weeks; but it is to be considered that the track was being constructed in the dead of Winter, and that there was not time to perfect all the appliances for guarding against the snow or for removing it from the cuts. There will be more or less trouble from snows every winter, doubtless; but I feel constrained to come to the conclusion that, with first class snow-plows and good management, the difficulty from snow between Omaha and Promontory Point will be little, if any, greater than on some of the New England railroads. All our party are well, and perfectly harmonious.

Very truly yours,
W. MILNOR ROBERTS.

Northern Pacific Railway.

That there is some earnestness in the recent revival of the Northern Pacific Railway project is proved by the arrival in this city on Friday last, of a party representing the company which has it in hand, who are charged with the duty of making a general examination of the country to be traversed west of the great north bend of the Missouri River. The party consists of Thomas H. Canfield, General Agent of the company, who was joined at Omaha, on his way thither, by W. M. Roberts, an able civil engineer from Pennsylvania; Wm. S. Johnson, an engineer lately in the service of the Lake Ontario Shore Railroad; Mr. Moorhead, of the firm of Jay Cooke & Co., which has taken a large interest in the company; Samuel Wilkeson, a literary gentleman, who will write up the general results of the exploration for the press, and Dr. Claxton. Mr. Canfield left Vermont for California on the 15th inst. He will start with his party for Portland, Oregon, and Olympia, Washington Territory, overland, this evening. The party will take a steamer at Olympia, examine the bays and harbor of Puget Sound and the Fuca Straits, and afterward proceed to Walla Walla, whence they will go northeasterly to the Cour d'Alene, and Pend d'Oreille Lakes, and up Clark's Fork of the Columbia to Montana, passing by Deer Lodge Valley to Gallatin City, Helena, and the Cadot and Mullen Passes of the Rocky Mountains. After examining these passes and exploring the upper portion of the Yellowstone, they will go down that river or the Missouri to the North Bend, near old Fort Clark, where they may be met by another party which has started from Lake Superior. The latter party

consists of Gov. J. G. Smith of Vermont, President of the Western Pacific Railroad; Edwin F. Johnson, Chief Engineer of the company, and a number of other gentlemen connected with the enterprise.

We are informed that this party, after fixing the terminus of the road on Lake Superior, and making arrangements for the location and construction of the initial section, will proceed to Red River of the North, near Fort Abercrombie, and thence on to the Missouri River by Forts Ransom and Totten in Dakota, keeping close to the probable route of the road. Both parties will be escorted by Government troops wherever trouble with Indians is apprehended, and their reconnaissance will be preliminary to a thorough survey.—*San Francisco Bulletin*, June 28.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers....	\$742,530 49	\$645,864 46
" freight	2,400,815 97	1,179,182 37
" mail	47,900 00	47,089 76
" express	109,050 00	78,465 00
	<u>\$2,300,296 46</u>	<u>\$1,850,601 59</u>

Expenses, viz:

Repairs of roadway..	\$371,804 29	\$327,704 16
" machinery.	385,427 81	274,185 50
Conducting transp. .	766,558 73	635,015 79
Taxes .....	.....	13,646 61
	<u>\$1,523,790 83</u>	<u>\$1,250,552 06</u>

Net revenue..... \$776,505 63 \$600,049 53
Compared with the previous year the gross earnings show a decrease of \$449,694 87, with a decrease in expenses of \$273,238 77—making the decrease in net earnings, \$176,456 10. The earnings per mile of road in 1867 and 1868 were as follows:

	1867.	1868.
From passengers	\$1,528	\$1,124
" freight	2,882	2,427
" mail and express.....	823	258
Totals	<u>\$4,733</u>	<u>\$3,809</u>

The earnings per mile run by trains were:

	1867.	1868.
By passenger trains	\$2.45	\$1.77
" freight trains	2.29	2.22
" all trains	2.34	2.03

No statement of rolling stock is given. At the close of 1867 the company had 28 passenger, 4 sleeping, 10 baggage and 799 freight cars; and there were trucks and iron work and other materials on hand for 94 box and 52 platform cars, which were nearly finished. The number of locomotives in use the past year was 71, against 74 in 1867. The mileage of trains was:

	1867.	1868.
Passenger	367,165	378,012
Freight	613,097	530,968
Gravel and repairs	186,944	161,516
Totals	<u>1,167,204</u>	<u>1,070,496</u>

The cost of motive power per mile run was as follows:

	1867.	1868.
Repairs of locomotives	0.287	0.107
Fuel	0.104	0.096
Pay of engineers and firemen	0.140	0.098
Oil, tallow, waste and cleaning	0.023	0.020
Totals	<u>0.554</u>	<u>0.321</u>

The movement of cotton from April 1, 1868, to March 31, 1869, in comparison with the corresponding period of the previous year, was as follows:

	1867.	1868.
Transported to Mobile	120,804	81,890
" Corinth	653	317
" Humboldt	15,571	22,601
" Jackson	54	12
" Columbus, Ky.	4,584	5,842

Total bales

141,666 110,662
Of the cotton grown in Tennessee there went to Columbus in 1863, 4,073 bales; to Humboldt, 8,773; to Jackson, 12; and to Mobile, 2,875—total, 15,733, against 13,556 in 1867. Of the cotton grown in Alabama and Mississippi, there was transported to Corinth in 1868, 603 bales; to Humboldt, 9,754; to Columbus, 814—total, 11,171, against 3,175 in 1867. Leaving out the shipment of compressed cotton from Mobile to Northern and Eastern cities, the increase in the northward movement has been 914 bales, or about 4½ per cent. of the crop of 1866. There was transported between the 1st September of that, and the 1st of April of the following year, 70,679 bales, and within similar dates of the crops of 1867 and 1868, 132,350 and 80,855 bales, which shows the decrease in the last crop in the country tributary to the road to be 51,465 bales, or about 38 per cent. The president in his report says:

During the past year, as is known to most of you, the crop of our great staple was largely reduced, and seriously interfered with your receipts, which has been met by a reduction in expenses, so far as was practicable. While the cotton crop of the South has been a short one, the country tributary to the line of your road has suffered more, probably, than any other section. The canebrake of Alabama and the rich prairies of Mississippi, which have heretofore produced the largest bulk of cotton, were visited by the worm and by far the largest portion of the crop destroyed. The falling off in receipts at the port of Mobile amounting to 138,128 bales, shows the full state of the case. It will be seen that your receipts were 31,004 bales short of the preceding year. While the planter has found some remuneration by the enhanced price, the carrier has been left to the disappointment of his just expectations.

When it is remembered that the earnings of your road have hitherto been almost exclusively dependent upon agricultural products, and that cotton furnished the chief marketable surplus of those products, the influence of a failure of this crop will be more fully appreciated. The "infirmity," as it has sometimes been called of Southern roads is in progress of removal, by the diversifying of the pursuits of our people. The production of fruits and vegetables is being started on a more extended scale, while lumber is entering largely into your freight traffic. There is now in progress of construction or already in operation on or adjacent to the line of your road, more than 130 establishments propelled either by water or steam, for the manufacture of cotton, wool, iron, paper, flour, meal, lumber, wagons, brooms, shoes, sash, doors and blinds. The enterprising merchants of Mobile are turning their attention to direct importation from the West Indies, and with the most flattering prospects of success. A glance at the map must convince the most skeptical that the shortest, and consequently the cheapest route from the West Indies to the Western States of our Union, is through the Gulf ports. The magnitude of this trade can hardly be estimated, and must tend to a large increase of your earnings in the future.

It is a cheering fact that our people are meeting their altered condition with the determination to open new fields of enterprise and thus add to decreased cotton crops, other products of industry, which in the aggregate, will increase their wealth and happiness.

Your roadway has been placed in good order, and it is believed that less than the usual outlay will be required during the present year, while we

have rolling stock sufficient for all the requirements of the business, and which will be in order for the fall.

Your floating debt, has been reduced more than half a million of dollars during the past year—since which, it has been still further reduced and is still being diminished by daily payments. This incubus upon your earnings will it is believed be removed, by economy in expenses and strict application of receipts, at no distant day.

The funding of past due coupons has been going on steadily; the great portion of your creditors regarding it as much for their interest as for yours, while the interest on that portion due to the State of Tennessee has been promptly paid.

With all connecting roads our relations are of the most friendly character.

An arrangement has been made with the Mississippi Central Railroad Company, allowing them to run their trains on your road between Jackson, Tenn., and Humboldt, thereby enabling them to compete successfully for through traffic with New Orleans, which it is believed will prove advantageous to this company. The St. Louis and Iron Mountain road will be completed to Belmont, opposite Columbus, Ky., within the next 60 days. An arrangement will be made with that company to transfer freights without change of bulk, so that the same car that leaves St. Louis will come through to Mobile, and be returned laden with the products of the Gulf; when it is considered that this puts us not only in rail connection with the Western Empire, but forms a continuous rail line from the Gulf to the Pacific Ocean, its advantages must be appreciated.

The Vincennes and Cairo road is being prosecuted with energy, and may be regarded as a fixed fact; this road opens to us the rich valley of the Wabash, from which we have hitherto been excluded.

The City of Aberdeen has made an arrangement with the New Orleans, Jackson and Great Northern Railroad, by which the road is to be completed from that city to the line of your road at or near Loohatan, and this company has agreed to run it; the iron has been received, and this branch to your road will be completed in time for the fall business.

The Alabama and Chattanooga road, formed by a consolidation of what has been known as the North East and South West with the Wills Valley road, running from Meridian on the line of your road to Chattanooga, is now being built, and will be completed into the valley of the Black Warrior in time to secure the business of the ensuing fall. The advantages of this road will be appreciated, when it is remembered that its route is through the rich mineral regions of Alabama, thereby giving to your road a new and valuable traffic.

The New Orleans, Mobile and Chattanooga road is in course of completion, between Mobile and New Orleans; a large force is now engaged upon the work, and the assurance is given that before your next meeting, it will be completed to Mobile. This road when finished, in connection with yours to Meridian and the Alabama and Chattanooga road, will form the shortest route between New Orleans and the great cities of the East.

Your Directors believing that the greatest want of your country and company was to be remedied by the introduction of efficient laborers, and realizing the importance of having your lands sold to actual settlers, to which reference was made in the last report, have adopted vigorous measures to secure immigration, not only from Europe, but from the Western States of our own country. An arrangement has been made with an English gentleman, who has large facilities for placing lands in the hands of European immigrants, that promises success. An agent has been employed to visit the West for the same purpose. The advantages offered by our soil and climate, are being favorably regarded by intelligent farmers at the West. Some have already purchased and are now settling lands on the line of your road, and it is confidently expected that during the coming fall, there will be many more. These new settlers

will form a nucleus through whom correct information will be disseminated, and must result in an increase of the producing power of our country and to the earnings of your road.

Notwithstanding the decreased earnings consequent upon the failure of crop, it is confidently believed that you can comply with the agreement made with the bondholders, by resuming interest payments on 1st May, next.

The almost entire failure of the cotton crop has demonstrated that your enterprise has large earning power from other sources, which are as yet but partially developed, and that with the increase of mechanical industry on or near the line, a remunerative business can be done, even in the absence of cotton; and should Mobile become as is now probable, the port of entry for the products of the West Indies destined for the West, your business must swell to large proportions. Forming as you do the great Trunk Line from the Gulf, you are prepared to meet and turn to advantage any of the important railroad enterprises of the day. Already you are in connection with the Union and Central Pacific to San Francisco, while the other and more southern routes by Cairo, Memphis, or Vicksburg, are but proposed extensions of your present connections; and the immense mineral regions of Alabama are soon to be added to the extended field, from which your varied earnings in the future are to be drawn.

The financial condition of the company December 31, 1868, is exhibited in the annexed—

CONDENSED BALANCE SHEET.

Construction to April 22, 1861	\$12,354,249 76
Reconstruction and renewals, 1865	
-'67	3,855,188 13
Shop supplies on hand	80,497 80
Interest on 1st mortgage bonds	1,433,819 59
" 2d	86,842 69
" general account	250,213 79
Discount on 1st mortgage bonds	932,364 45
" 2d	8,365 00
Paducah Branch	102,894 08
Mississippi, Gainesville and Tuscaloosa Railroad bonds	30,000 00
Do., open account	25,808 85
Uncurrent funds	1,599 93
Cash balances	11,869 89
	\$19,173,213 96
Capital stock—consolidated	\$3,610,200 00
" unconsolidated	722,434 13
Income 8 per cent. bonds	145,600 00
First mortgage sterling 6 and 8 per cent. bonds	4,605,000 00
State of Tennessee bonds	1,281,000 00
State of Tennessee (interest funded)	388,800 00
Interest bonds, 8 per cent.	800,500 00
Income bonds, 2d mort., 1867, 8 per cent.	169,250 00
Income bonds, 2d mort., (ten years)	775,089 51
Bills payable	401,381 07
Change bills	1,484 60
Purchase of rolling stock—balance unpaid	92,972 67
Pay rolls and individual balances	370,295 08
Floating debt	59,563 11
Land sales—including \$229,000 in company's 1st mort. sterling bonds cancelled	238,979 18
Profit and loss	2,423,531 60
Transportation receipts	3,087,133 05
	\$19,173,213 96

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Vice President.—CHARLES E. RUSHING.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries, Mississippi; Thomas Brown, Kentucky; James A. McDearmon, W. K. Walsh, Tennessee; Robert W. Smith, James Crawford, Francis B. Clark, John J. Walker, Peter Hamilton, James M. Muldon, Alabama; Freeman Clark, New York.

Secretary & Treasurer.—A. L. WILLOUGHBY.

Engineer and Gen'l Sup't.—L. J. FLEMING.

Northern Pacific Railroad.

We learn from a gentleman connected with the management of the Northern Pacific Railroad Company some more direct facts in regard to the new prospects of the company. The appointment of Jay Cooke as the Fiscal Agent of the company involved his becoming part owner of the stock in the road. This contract is not fully complete, and depends for its ratification on the report of two exploring parties, one of which is now on the road to San Francisco, from whence they will proceed to Silka, and thence return across the proposed route of the road to Red River. The other party, which will reach the head of Lake Superior in a few days, will explore the route from the eastern terminus westward. If the report of these parties is favorable, Jay Cooke will complete the contract. The Eastern terminus of the road has been fixed, by a compromise between the conflicting interests, at Duluth, Superior and Bayfield. It will be at a point south and west from Duluth, where roads from Duluth, from Superior and from Bayfield will form a junction, with equal rights of connection, running of trains, rates of fare and freight, &c. Immediately upon the return of the exploring parties their report will be made. If it is such as to lead to the ratification of the Jay Cooke contract, \$100,000,000 of the bonds of the company, secured by mortgage on the road bed, franchises and land grant will be placed upon the market. That is the anticipated cost of the construction and equipment of the road. As fast as the bonds are sold work will be proceeded with.—*St. Paul Pioneer, June 29.*

Commercial Relations Between the United States and Canada.

At a meeting of the New York Chamber of Commerce, held on the 3d ult., Gen. H. Walbridge submitted the following resolution:

Resolved,—That the Chamber of Commerce heartily endorses the resolution of the Committee of Ways and Means, which unanimously passed the House of Representatives on the 23d of March, recommending the President to renew negotiations with Great Britain, and press them, if possible, to a definite conclusion, for an arrangement of reciprocal trade with Canada, and securing to our citizens the freedom of the St. Lawrence and of the inshore fisheries of the coast of B. N. America.

Gen. Walbridge said—I offer no apology for requesting your attention to the brief remarks which the importance of the subject demands.

No question affecting the prosperity of any portion of the people of the United States can be viewed with indifference by the inhabitants of this great commercial centre. Containing the representatives of the merchants of this city, it is a duty incumbent upon us to speak in no uncertain tones upon questions which business, experience or the commanding position we occupy entitles us to be heard upon.

POLITICAL ASPECT OF THE CASE.

Before entering upon the commercial question, let it be distinctly understood that the whole subject is associated with the traditions of our history, which, from the earliest moment of our national existence, looked forward to the time when all the countries of North America should work out their destiny under one nationality. While I shall be able to demonstrate that freedom of commercial intercourse between the United States and Canada will be to our benefit; while I shall be able to show, too, that question is peculiarly American, and distinct from any question of "free trade" or "protection" applied to European countries; yet I think it will be conceded that the commercial advantages to us of liberalised trade with our neighbors lying on our front

tier fall short of the political results which will follow from such intimacy of interests.

The United States can lift up its head and declare that it does not owe an acre of its territory to conquest. By the wishes of its inhabitants and by purchase has it extended its limits from ocean to ocean, till the voice of the locomotive is heard continuously through its valleys and over its snow-capped mountains from "the rising of the sun to the going down thereof." So far as Canada is concerned, we do not intend to smirch our record in this respect. When the people of Canada are willing to link their political fortunes with us we will give them a hearty welcome; and till then do all in our power to show them that union will be to their interest. A union to the United States will give them a nationality which they do not possess; capital which they now lack; population which is essential to full prosperity. Their accession would give the gratification of extirpating the English colonial system and again uniting with a people who, speaking the same language, sprung from the same ancestry, and having the same colonial birth, at length acknowledged that our forefathers did wisely in establishing their independence; and that to be an American citizen is a political title, higher ambition and perfect development than to continue from usage alone—for commercial considerations have long since vanished—a mere ornamental appendage of a crown three thousand miles distant.

I do not believe it would be good policy, even if practicable, by commercial restriction to "coerce" Canada into a union with us. I never knew either a nation or an individual coerced into friendship. (I, of course, am not now speaking of the feasibility of physical conquest.) I have seen it stated gravely that although liberalisation of trade between the United States and Canada would be greatly beneficial from a purely American stand-point, yet that by refusing this trade we might injure the commerce of Canada, and that in order to prevent this the Canadians may be forced into annexation.

Much as I desire that Canada should become a portion of the Union, let me say that if the people are of such a calibre, if their ideas of the privilege which it is to be an American citizen go no further than the paltry feelings that thereby they may make a few more dollars—albeit they have to crawl to do so,—I want no such converts. The conversion must appeal more to their understanding as to the advantages of our form of government and less to the pocket before we could feel any pride in calling the four millions on our northern frontier fellow-citizens and could safely entrust them with the privilege of helping to frame our laws. American citizenship is a boon, a glorious franchise to be required by those who appreciate it—not a penalty to be inflicted.

Let us bring about intimate commercial relations if we can upon terms which will be mutually beneficial, and the political results will follow. With their business blended with ours, material prosperity associated with us, their prejudices dispelled by a friendly assimilation with our people, it needs no prophet to foresee the result. Their connection with Great Britain is a mere sentiment now that English policy has changed her former relations to her colonies; and it is only unwise talk about "coercion" on this side that gives tenacity to what would otherwise die out.

THE NEW TREATY—WHAT IT SHOULD EMBRACE.

The questions between the United States and the provinces are—

First. An interchange of the natural products of the soil upon such reciprocal terms as may be agreed upon.

Second. An assimilation of excise duties and of patent and copy-right laws.

Third. The free navigation of the St. Lawrence and the enlargement of its canals.

Fourth. The freedom of the inshore fisheries.

Fifth. The regulation of the transit trade.

These subjects embrace three propositions—the free navigation of the St. Lawrence and the enlargement of the canals to a capacity of floating vessels of 1,000 tons; secondly, the freedom of the inshore fisheries, from which, under the treaty of 1818, we are excluded; and, thirdly, an interchange of natural products.

For the first two concessions it cannot be contended we have any equivalent to offer, for we do not propose to throw open our canals to her vessels (as the individual states control them, with the exception of the Sault Ste. Marie Canal of one mile in length), nor do we propose, for similar reasons, to offer them the fisheries of our coast, such as the Chesapeake Bay, &c.

Upon the interchange of natural commodities we can afford the Canadians the benefit of our markets; and it is evident, therefore, that unless we consider the subject as a whole we can make no arrangement. Hence it is that the resolution of the House of Representatives not only wisely, but of necessity embraced the three propositions as together forming the question to which the attention of the President was called.

WHAT ADVANTAGES WE SECURE.

Canada has officially offered to enlarge our canals and give us their freedom. To be of substantial service to the west the navigation of the St. Lawrence must be greatly improved. The canals and locks would require to be enlarged equal to the transport of vessels of at least 1,000 tons. The Canadian canals are sufficiently large for their own trade to any probable development. The enlargement so as to float to tide water the grain-laden vessels of Lake Superior, Michigan, Erie, and Ontario would involve the expenditure of several millions of dollars. In 1866, the Provincial Commissioners, before a Committee of the House of Representatives, stated their willingness to embark in this outlay, provided that an arrangement could be effected covering the propositions contained in the resolution of the House of Representatives of the 23rd March last. Canada has thus offered to enlarge the Welland and the St. Lawrence without cost to the United States; but she asks in return that the convenience of our markets shall be extended to her. Canada offers to throw open the inshore fisheries; but in return that her fish and coal may be admitted within our borders.

It is for us to examine if the equivalent is a reasonable concession for the privileges she offers; or if, in admitting the surplus grain of Canada, her timber, her coal, and her fish, we are asked to pay too large a price.

CHEAP FREIGHTS—THE NECESSITY OF THE AGE.

What is the free navigation of the St. Lawrence and the enlargement of the Canadian canals worth?

There is no doubt but that cheap freights to tide-water is the most difficult problem which the states of the west have to solve. And whatever interests the "Great West," interests no portion of the country to a greater degree than this city of New York. A pebble cannot be dropped into the ocean but the disturb-

ance it causes is felt on its utmost shore. If this is true, how much more forcible is the fact that you cannot turn a spadeful of earth in any portion of the United States but the effect is felt here in this great emporium.

I am not the advocate of any particular channel of communication by which the teeming lands of the west shall empty their treasures at our feet. What I want is, cheap freights and that route which will carry the produce of the agriculturist more cheaply to market is the one which, by affording greater remuneration to the producers, enhances the value of his land.

It is for this reason I consider the enlargement of that great natural water communication—the Lakes and the St. Lawrence—as one of the most important questions of the day. If, by throwing that outlet open, freights could be cheapened from Minnesota to tide-water but five cents a bushel, see what an increased value all the lands of the west would present. Five cents a bushel in wheat represents to the farmer an increase of \$1 per acre, the interest at 10 per cent on \$10; so that by the simple saving of five cents a bushel you raise the value of lands no less than \$10 an acre. And it is indisputable that it is of no possible consequence to the city whether the grain floats to its European market part of the year by the Gulf of St. Lawrence or by the Hudson; whether you reach New York by the Erie Canal, by a canal from Oswego, or you float produce down the St. Lawrence, and then find it advantageous to turn southward by the Champlain Canal. All these routes possess advantages; but it is the cheapest that will command the commerce, and it is the reality of a cheap communication that really interests us, for the wealth of the country is our wealth, and we fatten upon commerce co-extensive with the continent itself.

THE PRICE OF BREADSTUFFS IN THE EUROPEAN MARKET.

The price of wheat in the English market is regulated by the demand and the supply there. Convinced that New York will be the centre of the monetary exchanges of the world, that does not change the fact that England will always be able, so far as we are concerned, to regulate the price she will pay for the breadstuffs she consumes, because of the competition she can command by the large market she affords. The surplus wheat of America is not all she has to depend upon. Our most formidable competitor in supplying Europe with grain is Russia; and it is the competition between the wheat of the Baltic and the wheat of America that fixes the price. The Russian Government is straining every nerve to place its surplus wheat in the markets of Europe at the lowest price and the greatest quantity. A vast system of railways is being carried out in Russia, and we must be prepared to enter into competition with the grain of that country upon less advantageous terms than at present. I have not time to enter upon a detailed consideration of this subject; I merely mention it to awaken the public to the fact that in the immediate future we must be prepared to encounter a greater amount of competition than ever before, and that unless we cheapen freights, unless we avail ourselves of all routes by which we can reach the European market with the least expense, we will find ourselves excluded from any participation in furnishing the food of Europe. When the Russian railways open up that cyclopean territory and enables the peasant labor of that region to lay its cereals on the banks of the Thames and the Seine, we will be brought face to face with a

sharp competition of which past experience affords no parallel.

The free navigation of the St. Lawrence is, therefore, a matter of necessity to the prosperity of the North-West. The various channels of communication for produce to tide-water are crowded beyond their capacity at certain periods of the year. No artificial communication will be sufficient for the future. I am in favor of having as many routes as possible. If the St. Lawrence, being a natural water communication, will be found cheapest, that route which is the most economical will obtain the preference. Let us have a dozen, nay, fifty new routes if possible.

THE CANADIAN INSHORE FISHERIES.

Upon the freedom of the inshore fisheries, apart from the advantage of our fishermen and the enlarged nursery of seamen which a prosperous trade will induce, the arrangement of this matter will remove an irritating subject between ourselves and our neighbors; and the settlement of the question is in every respect called for. It is desirable that there should be a definite adjustment. The periodical exhumation or the disputed interpretation of the treaty of 1818, which preceded the negotiation of the convention of 1854, is again threatened. Under the undisputed interpretation of our rights in the fishing grounds, aside from the contravened explication of the treaty of 1818, our fishermen are excluded from fishing inside of three miles of its coasts. The Canadian Government, with the concurrence of the Imperial authorities, permits a license system, which enables our fishermen "to fish for or take, dry, or cure any fish of any kind whatever in British waters within three marine miles of any of the coasts, bays, creeks, or harbors whatever of Canada." This system has, so far, prevented a culmination of that ill-feeling which, up to 1854, led almost to open hostilities between our citizens and those of the provinces. But the Canadian Government has given notice that it considers the license fee as unequal to the duties which we impose upon Canadian caught fish; that it is a mere nominal sum, as a recognition of their right to the fisheries; and that the license system is only temporary, and will be put an end to unless general trade arrangements are concluded.

RECIPROCAL TRADE.

We now come to the third matter, upon which alone the United States have really any thing to offer in return for the concessions just discussed; I allude to reciprocal trade, the interchange of natural products of the two countries.

The broad fact is that, as we export to the West Indies, South America, and to Europe large quantities of those grains which Canada has to sell, we would not under any circumstances purchase for our own consumption any of the products we so export, except so far as local convenience might render it desirable. If we purchase fish and coal of Nova Scotia for consumption in our Eastern States, we sell Western Canada both coal and fish in as great quantities. Those purchases are simply matters of local convenience, and save to the customers on either side of the line the expense of unnecessary transportation. But in a consideration of the great bulk of the trade these currents are of secondary importance.

The purchase of produce, if made to any extent, would simply be to add to the bulk of our exports; that is to say, we should purchase this produce and manipulate it, as the merchant for the European consumer. The price is regulated, I repeat, by the demand in

England and the sharp competition with the grains of Northern Europe; if we refuse to forward the surplus grains of Canada to the European market, they will find their way there without our aid, moved by the identical money that would move them if we were the active agents. Although it is our enterprise and credit that move our surplus crops, yet it is the money of the ultimate consumer that really does it. The farmer of Illinois, for example, sells his grain in Chicago; the Chicago shipper obtains the money to forward it here by bills on New York. When it reaches here we send it to Europe by bills on London. Our credit and enterprise are rewarded by the profits which accrue, but the money is really furnished by the final purchaser. If we cannot send grain across the ocean to pay our debts, we must send the money; so the same conclusion is arrived at.

There is one important exception—the general statement that the products of Canada would be mostly purchased to add to the volume of our exports. In pine lumber the supply from Canada is not only absolutely essential to us, but the returns show that notwithstanding the imposition of a duty of 20 per cent., we have purchased for our own consumption larger quantities of Canadian lumber than ever, and paid the duties thereon.

A report last year by the Secretary of the Treasury says:—

"Now that the forests of Maine have been to a great extent denuded of pine timber, the eastern states must depend upon the pineries of the Ottawa Valley. It is a waste of time to enter into any calculation as to the relative cost of transporting lumber; because even were the cost the same, which in the nature of things it would not be, the western states will continue to consume all the lumber that can be produced in the north-west. The Atlantic states must use Canadian lumber or find some other material as a substitute. Upon the termination of the Reciprocity Treaty, a heavy duty was imposed upon Canadian lumber; official tables show that this duty has been wholly paid by the American purchaser, the prices for lumber on the Ottawa being higher now than in 1865—and nearly all of it being purchased for the American market."

The sales of lumber in Ottawa, on American account, in 1867, amounted to half a million dollars more than in 1866; and of a total export from Canada in 1867 of pine lumber of the value of \$5,105,342 no less an amount than \$5,043,367 was sold to parties who shipped it to this country.

The special commissioner of revenue also thus speaks of the lumber interest:—

"A wise foresight would indicate that the national interests are likely to be best subserved by restricting rather than stimulating the destruction of our forests, which are diminishing with alarming rapidity. So certain is the future advance in the price, owing to the increased demand and diminished supply, that if it were possible to draw for the next ten years the whole domestic supply from foreign sources, the result would be for the benefit rather than the detriment of the country; while in respect to private interest the increase in value of timber lands held in reserve during the same period would probably exceed any average interest that would be likely to accrue from a different employment of capital."

And a recent Detroit paper, in an article upon the magnificent pineries of Michigan, asserts that they will disappear within the next 15 years, at even the present rate of demolition. While a pine tree can be cut down in half an hour, you are destroying what it has taken a century to produce.

I do not propose, however, to enter into details either as to the articles to be admitted or the conditions under which they will be included. The details have been left by the resolution of the House of Representatives to the President, and I have confidence in his ability, and in that of the high officers of the Government who will be charged with the subject, that the interest of our citizens will be carefully guarded.

CONCLUSION.

In general terms, while the Canadians will be satisfied with selling in our markets, in return for the enlargement of the St. Lawrence and the fisheries, the convenience of our markets will really be no competition to our farmers and an absolute benefit to our merchants. Our capital and credit, with the fact that we have free access to the ocean, would be a great convenience to the Canadians; but their use necessarily implies that, in using our capital, credit, and ports, we derive the advantages that the possession of capital, credit, and ports give. In other words we become the merchants of four millions of people, whom we are now driving away.

Under the operations of the old Reciprocity Treaty, the commerce between the United States and Canada increased in a striking manner. In 1852 the total trade between the United States and the provinces amounted to but \$16,013,848, while the total returns for 1866 amounted to \$52,978,224. The returns from no other country with which we have commercial relations show anything like as rapid growth, imperfect as that convention was. As a revenue measure, the abrogation of that treaty has not been a success; for we do not now collect fifty per cent. of the sum averaged by imports from Canada during its continuance.

It has been the habit of unreflecting persons to talk as if this was a question in which we had little interest, that it was an eleemosynary grant to Canadians. I have demonstrated that this is a great mistake. Important as the convenience of our markets may be to Canada, investigation proves that the subject may be of greater consequence to us; and no clear-headed man who examines the subject can come to any other conclusion, while no honest man, once alive to the truth, but will hasten to acknowledge it.

Mr. Opdyke spoke in favor of the resolution.

Mr. Lowe was in favor of the resolution, but did not wish to be understood as endorsing all General Walbridge's arguments. The resolution was adopted and a copy ordered to be sent to the Secretary of State of the United States.

Railroads in Iowa.

It is stated that Iowa will soon have four railroads connecting the Mississippi and Missouri Rivers. The great centre line, extending from Davenport to Council Bluffs, is just completed and in successful operation. Two others, one beginning at Dubuque and already built to Fort Dodge, and the other at Burlington, will be completed in a few months. In addition to these there are now building the McGregor and Sioux City line, to be completed to Sioux City by January 1, the St. Louis and Cedar Rapids and Minnesota road, the Fort Madison and Burlington road, the Iowa River road, the Iowa Central, the Des Moines and Indianola, and the Decorah Branch.

The Quincy (Ill.) Whig, of the 8th, says: "The Directors of the Quincy, Missouri and Pacific Railroad Company, after a two days' session of a full board, adjourned yesterday. Before doing so, however, they gave evidence of their determination to lose no time in the prosecution of the work, by appointing a capable and efficient chief engineer, who is empowered to organize two corps of engineers, and proceed with the preliminary survey of the route at once."

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,800,000	J. A. J. & O.	Jul. '69	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '69
American Central...100	800,000	J. & J.	Jul. '69	Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jul. '69
Atlanta and West Point...100	1,282,200	J. & J.	July '69	Do. do. pref. 100	6,253,830			Raleigh and Gaston...100	2,100,000	A. & O.	Oct. '69
Atlantic & N. Carolina...100	5,445,225			Hanover Branch, Pa. 50	116,850	M. & N.	May '69	Rensselaer and Saratoga...100	2,000,000		
Atlantic & Gt. Western 50	25,879,923			Housatonic...100	1,800,000	J. & J.	Jul. '69	Richmond and Danville...100	2,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,800,000	A. & O.	Apr. '69	Richmond and Petersburg...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '69	Hudson River...100	15,887,100	J. & O.	Apr. '69	Rich, Fred. and Potomac...100	88,460		
Augusta and Savannah...100	733,700	J. & J.	Jul. '69	Huntingdon & B'd Top 50	494,380	J. & J.	Jun. '69	Rockport...100	2,400,000	J. & J.	Feb. '69
Baltimore and Ohio...100	16,161,962	A. & O.	Apr. '69	Do. pref. 50	190,750	F. & A.	Aug. '69	Rome, Water. and O'g'n...100	2,400,000	F. & A.	Feb. '69
Do. Washington Br. 100	1,960,000	F. & A.	Apr. '69	Illinois Central...100	23,415,780	M. & S.	Aug. '69	Rutland preferred...100	2,300,000	Annual	June '69
Baltimore City Passenger...100	670,000	F. & A.	Aug. '69	Indianapolis, Cin. & Lafay. 50	6,185,897	J. & J.	Sep. '69	St. L., A. and T. Haute...100	2,400,000		
Bay de Noquet & Marq...100	1,260,000	A. & O.	Apr. '69	Jeffersonv. Mad. & Ind. 100	2,000,000	J. A. J. & O.	Apr. '69	St. L., Jack'nv. and Ohio...100	1,469,429		
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '69	Joliet and Chicago...100	1,500,000	J. & J.	Jul. '69	Sandusky and Cincinnati...100	2,089,000	M. & N.	May '69
Belvidere Delaware...100	996,280	J. A. J. & O.	July '69	Joliet & North. Indiana...100	300,000	F. & A.	Aug. '69	Sand, Mans. and Newark...100	1,000,000		
Berkshire...100	600,000	J. & J.	July '69	Lake Shore & Mich. So. 100	26,692,000	F. & A.	Aug. '69	Savannah and Charleston...100	1,269,160		
Blossburg & Corning...50	250,000	J. & O.	Jun. '69	Do. guar. 100	533,500			Schenckville and Susquehanna 50	2,269,757	J. & J.	Jan. '69
Boston and Albany...100	18,725,100	J. & J.	July '69	Lackawanna & Bloomsb. 50	1,325,000	J. & J.	Jan. '69	Second and Third St. (Ph.) 50	676,050	J. & J.	Jan. '69
Boston and Chelsea...100	110,000	A. & O.	Apr. '69	Leeds and Farmington...50	2,158,568	M. & N.	July '69	Schenckville Valley...50	868,200		
Boston, Concord & Mont. 100	459,300	M. & N.	May '69	Lehigh and Mahanoy...50	5,739,890	J. A. J. & O.	July '69	Seaboard and Norfolk...100	670,000	A. & O.	Oct. '69
Do. do. pref. 100	1,340,400	J. & D.	Jun. '69	Lehigh and Susquehanna...50	10,731,400	J. & J.	Jan. '69	Second Avenue (N. Y.)...100	869,460	F. & A.	Feb. '69
Boston and Lowell...500	1,891,500	J. & J.	July '69	Lehigh Valley...100	344,600	J. & J.	Jan. '69	Shamokin V. and Pottsv. 50	636,200	J. & J.	Nov. '69
Boston and Maine...100	4,076,974	J. & J.	July '69	Lehigh Luzerne...50	514,648	J. & D.	Jun. '69	Shore Line...100	750,000	M. & N.	May '69
Boston and Providence...100	3,360,000	J. & J.	July '69	Lexington & Frankfort...100	5,672,400	F. M. A. N.	Aug. '69	South Carolina...100	5,819,275		
Brookway (South Boston) 100	325,000	J. A. J. & O.	July '69	Little Miami...50	1,804,397	J. & J.	Jul. '69	South Shore...100	2,269,757		
Broadway & 7th Av. (N. Y.) 100	2,100,000	F. M. A. N.	May '69	L. M. & O. and X. (Joint) 100	2,646,100	J. & J.	Jul. '69	South Western, Georgia...100	3,203,400	F. & A.	Aug. '69
Brooklyn City...100	1,000,000			Little Schuylkill...25	90,900			State Island...100	600,000	J. & J.	Jan. '69
Brooklyn City & New'n...100	399,800			Lomb. and South St. (Ph.) 25	90,900			Stony Brook...100	267,800	M. & N.	May '69
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	May '69	Long Island...50	8,000,000	M. & N.	May '69	Steubenville and Indiana...100	443,700		
Buff, New York & Erie...100	960,000	F. & A.	Aug. '69	Long Branch & Sea Shore 50	95,194	J. & J.	Jun. '69	Summit Branch...50	1,314,130	J. & J.	Jul. '69
Buffalo and Erie...100	8,000,000	A. & O.	Apr. '69	Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jun. '69	Syr, Bingham. and N. Y. 100	1,240,000		
Cambridge Horse (Boston) 100	727,800	F. & A.	Aug. '69	Louisville and Frankfort...50	1,109,594	F. & A.	Feb. '69	Taunton Branch...100	596,922	J. & J.	July '69
Camden and Amboy...100	7,921,412			Louisville and Nashville...100	7,969,186			Tennessee and Alabama...100	1,983,150	J. & J.	July '69
Camden and Atlantic pref. 50	600,000			Louisv. N. Alb. & Chicago...100	2,800,000			Terre Haute and Indiana...50	1,750,000	J. & J.	July '69
Camden & Burlington Co. 100	331,000			Lowell and Lawrence...100	200,000			Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Jul. '69
Cape Cod...50	721,928	J. & J.	July '69	Macon and Western...100	2,000,000			Tol., Peoria and Warsaw...100	1,700,000		
Cape May and Millville...100	447,000	J. & D.	Jun. '69	Mahanoy & B'd Mount n° 50	1,676,918			Tol., Peoria and Warsaw...100	1,700,000		
Catawissa...100	1,150,000	M. & N.	May '69	Maine Central...100	1,600,860			Tol., Wabash and West...100	5,700,000	M. & N.	May '69
Cayuga & Susquehanna...50	2,200,000	J. & J.	Jul. '69	Manchester & Lawrence...100	1,000,000			Troy and Boston...100	607,111	J. & D.	Jun. '69
Cedar Rapids & Mo. pref. 100	688,110	M. & N.	May '69	Marquette & Cincinnati 50	3,618,374	M. & S.	Sep. '69	Troy and Greenbush...100	274,400		
Central of Georgia...100	4,668,300	J. & J.	July '69	Do. 1st pref. 50	6,686,138	M. & S.	Sep. '69	Union Transport'n (Box.) 100	200,000		
Central of New Jersey...100	13,768,600	J. & J.	Jan. '69	Do. 2d pref. 50	6,051,744	M. & S.	Mar. '69	Union (Phila.)...50	281,475	J. & J.	July '69
Central Ohio...100	2,000,000	J. & D.	Dec. '68	Memphis and Charleston...100	6,812,725	M. & S.	Mar. '69	Utica and Back River...100	824,400	J. & J.	Jan. '69
Do. pref. 100	400,000	J. & D.	Jun. '69	Memphis and Ohio...100	670,000			Vermont and Canada...100	2,500,000	J. & D.	Jun. '69
Con. Park, N. & E. River 100	970,000	J. & J.	Jul. '69	Metropolitan (Boston) 100	1,250,000	J. & J.	Jul. '69	Vermont Central...100	6,000,000		
Cornwall...100	380,000	J. & J.	Jul. '69	Michigan Central...100	9,325,102	J. & J.	Jul. '69	Vermont and Massachusetts 100	2,500,000	J. & J.	July '69
Cornwall, preferred...100	2,017,825	J. & J.	Jul. '69	Middlesex (Boston) 100	400,000	J. & J.	Jan. '69	Vicksburg and Meridian...100	385,408		
Chicago and Alton...100	5,141,800	M. & S.	Mar. '69	Mill Creek and Mineh'l 50	323,375	J. & J.	Aug. '69	Virginia Central...100	2,353,879		
Do. pref. 100	2,426,400	M. & S.	Mar. '69	Millville and Glassboro' 100	400,000	F. & A.	Aug. '69	Virginia and Tennessee...100	3,497,781		
Chicago, Burl. & Quincy...100	12,500,000	M. & S.	Mar. '69	Milw. & Prairie du Chien 100	400,000			Western Union...100	2,707,683		
Chicago, Iowa & Nebras...100	2,000,000	J. & J.	July '69	Milw. & St. Paul...100	7,151,069	J. & J.	Jun. '69	West Jersey...100	804,160	J. & J.	Feb. '69
Chicago and Milwaukee...100	2,227,000	J. & J.	Jul. '69	Do. pref. 100	8,158,272	J. & J.	Do. 7/10	West Philadelphia...50	249,100	J. & J.	Feb. '69
Chicago & N. Western...100	14,566,676	J. & D.	Jun. '69	M. Hill & Schuylk. Haven 50	7,775,000	J. & J.	Jul. '69	Winchester and Potomac...100	1,463,776	J. & J.	Jul. '69
Do. pref. 100	16,856,287	J. & D.	Jun. '69	Monte and Ohio...100	3,762,400	J. & D.	Dec. '69	Warren...100	1,547,650	J. & J.	Jul. '69
Chicago, R. I. & Pacific...100	14,000,000	Apr. '69	Apr. '69	Montgomery & W. Point...100	1,444,101	J. & D.	Dec. '69	Worcester and Nashua...75	1,522,000		
Cin. Ham. & Dayton...100	3,521,664	Apr. '69	Apr. '69	Morris and Essex...50	3,615,350	J. & J.	Jul. '69				
Cincinnati City Passenger 100	192,750	J. & J.	Jul. '69	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	Jan. '69				
Do. Street...50	192,750	J. & J.	Jul. '69	Nashua and Lowell...100	720,000	M. & N.	May '69				
Citizens' Passenger (Phila.) 50	192,750	J. & J.	Jul. '69	Nashville & Chattanooga 100	2,056,544	F. & A.	Feb. '69				
Clev. Col. Cin. & Ind. 100	10,450,000	F. & A.	Apr. '69	Naugatuck...100	1,436,500	F. & A.	Feb. '69				
Cleveland & Mahoning...50	2,056,400	M. & N.	May '69	New Bedford & Taunton...100	500,000	J. & J.	July '69				
Cleveland and Pittsburg...50	5,424,091	J. A. J. & O.	Aug. '69	New Haven & N. London...100	738,538	J. & J.	Jan. '69				
Cleveland and Toledo...50	6,000,000	F. & A.	Aug. '69	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '69				
Col. Ohl. & Indiana Con. 100	1,420,000	J. & J.	Jul. '69	New Jersey...100	6,000,000	F. & A.	Aug. '69				
Columbus and Xenia...50	1,786,200	J. & J.	Jul. '69	New London Northern...100	895,000	M. & S.	Sep. '69				
Concord...100	1,600,000	M. & N.	May '69	New York Central...100	23,795,000	F. & A.	Aug. '69				
Concord & Port., guar. 100	350,000	J. & D.	Jun. '69	Do. Int. certificate 100	22,829,500	F. & A.	Aug. '69				
Coney Island & Brooklyn 100	600,000			New York and Harlem...50	6,256,050	J. & J.	July '69				
Conn. & Passum't. Rivers 100	139,000	J. & J.	Jul. '69	Do. pref. 50	1,500,000	J. & J.	July '69				
Do. do. pref. 100	1,822,100	J. & J.	Jul. '69	New York & New Haven...100	6,000,000	J. & J.	July '69				
Connecticut River...100	1,700,000	J. & J.	Jul. '69	N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '69				
Cumberland Valley...50	1,316,900	A. & O.	Oct. '69	Nig. Bridge & Canada...100	1,000,000	J. & J.	Jan. '69				
Danbury and Newville...100	400,000			Ninth Avenue...100	797,400						
Dayton and Michigan...100	2,392,361	J. & J.	Jul. '69	North Carolina...100	4,000,000						
Delaware...50	594,260	J. & J.	Jul. '69	Northern Central...50	4,048,900	F. M. A. N.	May '69				
Del., Lackaw. & Western...100	13,386,020	J. & J.	July '69	North Eastern (S. C.) pref. 100	135,000						
Des Moines Valley...100	1,820,200			Northern of N. Hampsh. 100	3,06,400	J. & D.	June '69				
Detroit & Milwaukee...100	1,047,350			North Pennsylvania...50	3,150,150	J. & J.	Jan. '69				
Do. pref. 100	1,500,000			Norwich & Worcester...100	2,383,600	J. & J.	Jul. '69				
D. Dock, E. B'dw. & Bat. 100	1,300,000	F. M. A. N.	Aug. '69	Ogdensb. & L. Champ'n. 100	3,024,000	J. & J.	Jul. '69				
Dubuque and Bloux City...100	1,078,641	Annual	July '69	Do. pref. 100	1,994,900	A. & O.	Apr. '69				
Do. do. pref. 100	1,087,351	J. & J.	July '69	Ohio and Mississippi...100	20,000,000	J. & D.	Jun. '69				
East Mahanoy...50	392,550	J. & J.	Jul. '69	Do. pref. 100	5,000,000						
Eastern (Mass.)...100	3,883,300	J. & J.	Jul. '69	Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Jul. '69				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '69	Old Colony & Newport...100	4,848,320	J. & J.	Jul. '69				
East Pennsylvania...50	654,900			Orange and Newark...100	281,550						
East Tenn. and Georgia...100	2,369,730			Oswego and Syracuse...50	482,400	F. & A.	Feb. '69				
East Tenn. and Virginia...100	687,800			Pacific of Missouri...100	3,614,515						
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '69	Panama...100	7,000,000	J. A. J. & O.	July '69				
Elm. Jeffers & Canad...100	800,000	F. & A.	Feb. '69	Paterson and Ramapo...100	248,500	J. & J.	July '69				
Elmira & Williamsport...50	800,000	M. & N.	May '69	Paterson and Hudson River 100	630,000	J. & J.	July '69				
Do. do. pref. 50	500,000	J. & J.	Jan. '69	Pennsylvania...100	21,045,750	M. & N.	May '69				
Erie Railway...100	57,765,300	F. & A.	Feb. '69	Peoria & Bureau Valley...100	1,200,000	A. & O.	Apr. '69				
Do. pref. 100	8,539,910	Annual	Jan. '69	Peoria and Hannibal...100	600,000	J. & J.	Jul. '69				
Erie & Pittsburgh...50	6,430,000			Philadelphia and Erie...50	5,990,700						
Franklinville & Crawfordsv. 100	1,143,448	J. & J.	Jul. '69	Philadelphia and Reading 50	21,304,301	J. & J.	July '69				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1896.....	475,641	483,279	385,901	412,521	464,507	483,243	568,589	583,150	589,670	474,056	474,056	5,690,119	5,690,119
1897.....	377,552	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	3,601,571	3,601,571
1898.....	404,467	393,251	408,847	388,054	355,255	359,184	343,325	413,484	480,430	464,376	455,910	3,601,571	3,601,571
Chicago and Alton:													
1896.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,766
1897.....	100,991	154,418	195,803	162,733	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,484
1898.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,022
1899.....	226,153	222,241	290,111	269,249	320,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,805,153
1896.....	243,787	157,832	235,961	282,165	335,510	342,558	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1897.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,745	409,569	361,701	4,508,643
1898.....	339,762	304,828	393,643	331,149	345,556	391,685	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1898.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,313,614
1899.....	241,395	183,385	257,230	200,089	277,506	306,093	258,925	317,977	400,941	428,474	345,028	260,268	3,466,922
1896.....	237,047	224,621	272,454	268,369	297,025	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,389,614
1897.....	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1898.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,079	245,178	224,980	307,874	3				

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities, July 1, 1969.											
Loan of June 14, 1888.....registered	20,000,000	5	Jan. & July.	1874	123	Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'60-'88	115
Loan of June 22, 1890.....registered	7,022,000	5	"	1874	117	—Troy and Greenfield Loan, stg.	3,506,580	5	"	'88-'90	
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,732,500	5	"	1871	133	—Eastern R. R. Loan.....dollar	1,166,500	5	"	'90-'94	166
and March 3, 1863.....coupon		5	"	1871	120	—Nor. & Wore. R. R. Loan	200,000	5	Jan. & July.	'69-'71	
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	120	—B. H. & Erie R. R. Loan, stg.	400,000	6	"	1877	
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,600	6	"	1881	121	—State Scrip (var.).....	290,400	6	"	1900	
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	"	1882	123		171,000	5	Various.	1870	
Loan of June 30, 1864 (5-20s).....registered	125,561,300	6	"	1884	120		117,000	5	"	1872	
Loan of March 3, 1865 (5-20s).....registered	203,327,250	6	"	1884	121		125,000	5	April & Oct.	1873	
2d series (5-20s).....registered	332,998,950	6	"	1884	120		244,000	5	Various.	1874	
3d series (5-20s).....registered	379,582,850	6	"	1884	121		162,000	6	June & Dec.	'70-'72	
4th series (5-20s).....registered	42,539,350	6	"	1884	121		50,000	6	"	1877	
Loan of March 3, 1864 (10-40s).....registered	194,567,300	5	Mar. & Sept.	1885	121	—Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	
Union Pacific R. R. Bonds.....(currency)	58,638,320	6	Jan. & July.	1886	120		650,000	6	"	'72-'73	
Certificates of Mar. 2, 1867, and July 2, 1868.....	52,120,000	6	"	1886	120		720,000	6	"	'74-'75	12
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	1887	120		1,430,000	6	"	1876	
Loans of 1842, 1847 and 1848.....	102,000	6	"	1887	120		600,000	5	"	'77-'78	
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	6	"	1888	120	—Back Bay Loan of 1862-'63.....	220,000	5	May & Nov.	1880	
Treasury Notes prior to 1857.....	104,511	6	"	1888	120	—Bounty Fund Loan of 1863.....	200,000	5	Jan. & July.	1883	107
Treasury Notes of 1857, '60, '61 and '63.....	344,252	6	"	1888	120	—" " " " '64-'67, stg.	4,000,744	5	May & Nov.	1884	108
Treasury Notes (7-30s).....	1,201,400	7.3	"	1888	120	—Coast Defense Loan of 1863.....	4,379,500	5	Jan. & July.	1883	109
Certificates of Indebtedness.....	12,000	6	"	1888	120	—War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
Compound Interest Notes of 1863 and 1864.....	2,871,410	6	"	1904	109	—Three Years' Loan.....	919,324	6	Var.	3 yrs.	
Temporary Loan of June 30, 1864.....	186,310	var	"	1904	110	Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	
U. S. Notes (greenbacks).....	388,118,860	6	Jan. & July.	'95-'99	107	—Renewal Loan.....	200,000	6	"	1878	
Fractional Currency.....		6	"	Dem.		—Two Million Loan.....	1,728,000	6	"	'73-'83	
		6	"	"		—War Loan.....	896,000	6	"	1886	
		6	"	"		—Bounty Loan.....	463,000	7	May & Nov.	1890	101
		6	"	"		Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	
		6	"	"		Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	
		6	"	"		Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	
		6	"	"		—Consols. (interest).....	2,830,000	6	"	1887	
		6	"	"		—Railroad Loans payable in coin.....	13,734,000	6	"	'82-'90	87
		6	"	"		—S. W. Pacific, guar.....	1,589,000	7	"	'81-'87	
		6	"	"		—Han. and St. Jo. R. R. Loan.....	3,000,000	6	"	'81-'85	90
		6	"	"		Nebraska—(No Account).....					
		6	"	"		Nevada—(No Account).....					
		6	"	"		New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'60-'78	99
		6	"	"		— " " " " of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	93
		6	"	"		— " " " " of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'69-'74	99
		6	"	"		— " " " " of July 1, 1866.....	500,000	6	Jan. & July.	1869	
		6	"	"		New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
		6	"	"		— " " " " of 1863 (free).....	1,002,900	6	"	'86-'96	
		6	"	"		— " " " " of 1864.....	593,409	6	"	'97-'02	
		6	"	"		New York—General Fund Stocks.....	700,000	6	J. A. J. & O.	1870	
		6	"	"		— "					

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1887 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	80
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	" " "	" " "	1887	....	Cape May and Millville:						
2d Mortgage.....	300,000	7	April & Oct.	" " "	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	" " "	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	" " "	1886	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	" " "	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" " "	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	7	— & —	New York.	1916	92	
1st Mortgage (Extension).....	4,000,000	7.3	" " "	" " "	1890	....	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	Mar. & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" " "	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	750,000	7	March & Sept.	Savannah.	1875	95
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	90
1st Mortgage (Pennsylvania).....	2,151,500	7*	" " "	" " "	1877	....	2d Mortgage.....	600,000	7	May & Nov.	" " "	1875	100
1st Mortgage (Ohio).....	3,740,000	7	" " "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	" " "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	" " "	1884	....	1st Mortgage (on 725 m.) free.....	21,003,000	6*	Jan. & July.	New York.	1893	98
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	" " "	" " "	1885	111
2d Mortgage (Pennsylvania).....	757,500	7*	" " "	London.	1882	....	Convertible bonds.....	1,500,000	7*	" " "	" " "	1883	108
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	" " "	1883	....	National Loan.....	21,003,000	6	" " "	" " "	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	" " "	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T)	500,000	7	" " "	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	" " "	" " "	18—	....	Chesaw and Darlington:						
1st mortgage (Bainbridge Ext.)	500,000	7	" " "	" " "	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....		7	Jan. & July.	" " "	1897	84	2d Mortgage.....	75,000	7	— & —	" " "	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'98-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	90
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Loan of 1855.....	863,250	6	Jan. & July.	" " "	1875	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	104
Loan of 1850.....	579,500	6	" " "	" " "	1880	91	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" " "	1883	93
Loan of 1853.....	1,710,500	6	April & Oct.	" " "	1885	93	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" " "	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" " "	" " "	1873	....	Trust Mortgage, convertible	150,000	8	" " "	" " "	1883	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" " "	" " "	1885	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)..	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	" " "	" " "	1870	....	1st Mortgage.....	5,000,000	7	April & Oct.	New York.	1895	85
Belleville and Snow Shoe:							1st Mortgage (convertible).....						
1st Mortgage.....	92,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89 1/2	Chicago and Milwaukee, (45 m.):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81 1/2	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	....
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" " "	1877	80	3d Mortgage (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage.....	1,000,000	7	" "	" "	1881	"	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	88½
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	82½
1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867	"	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	77
1st Mort. (June R. R. 2d Div.)..	128,000	7	June & Dec.	" "	1882	"	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	"
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	" "	1886	"	Starling Loan £800,000.....	4,844,400	7*	March & Sept.	London.	1875	"
1st Mortgage S. F. (Clev. & Tol.)	2,021,900	7	Jan. & July.	" "	1885	102	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	"
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	"	2d Mortgage for \$700,000.....	370,300	7	April & Oct.	" "	1875	"
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.	"	7	April & Oct.	New York.	1906	84	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	"
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	"
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	83½	Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" "	1881	"
2d Mortgage.....	516,000	7	" "	" "	18—	81	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—	"	1st Mortgage.....	200,000	7	" & —	Providence.	18—	"
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	"	1st Mortgage, guaranteed.....	100,000	6	" & —	Princeton.	18—	"
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	815,000	7	" & —	New York.	18—	"
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	97
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	"
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	"	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	"
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov. 1852.....	397,000	6	Jan. & July.	New York.	1869	"	1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	"
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	" "	1869	"	Grand Trunk (Can.):						
Bonds of July, 1867.....	98,000	6	" "	" "	1877	"	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	"
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	"
1st Mortgage for \$1,000,000.....	498,000	6	March & Sept.	New York.	1891	"	3d Preference Stock.....	3,414,094	4*	" "	" "	18—	"
Cumberland Valley:							4th Preference Stock.....	25,592,800	4*	" "	" "	18—	"
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	"	Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	"
2d Mortgage.....	109,500	8	" "	" "	1904	"	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	"
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	"	Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,688.....	2,782,387	6*	" & —	Ottawa.	"	"
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80	"	Mortgage Bonds £815,200.....	2,983,720	6*	" & —	London.	73-76	"
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	6*	" & —	"	77-78	"
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	"	Stock Debentures £46,700.....	226,500	5*	" & —	"	irred.	"
2d Mortgage.....	2,589,000	7	" "	" "	1881	"	Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	"	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1896	100
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94	"	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	"
Dayton and Union:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	87½
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	"	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	78
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	"	Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	79 aft	"	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	"
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	"	Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	" "	"	"	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	90
D. Lawrence:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	"
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Guaranteed Bonds.....	100,000	6	" "	" "	1875	"	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	123
State Loan.....	170,000	6	" "	" "	1876	"	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	"
D. Lawrence, Lackawanna & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98½	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	94	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
D. & M. Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	"	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	"
Income Bonds.....	492,000	7	Jan. & July.	" "	1884	"	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	"
D. & M. Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	"	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	"
2d Mortgage.....	1,000,000	8	" "	" "	1884	"	Housatonic:						
1st Mortgage, funded coupons.....	628,525	7	Jan. & July.	" "	1875	"	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	"
2d Mortgage funded coupons.....	377,115	7	May & Nov.	" "	1875	"	2d Mortgage.....	96,000	7	" "	" "	1885	"
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886	"	Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.	432,000	6	Aprn & Oct.	New York.	67-69	"
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	"	1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	"
Detroit and Pontiac (Det. & Mil.):							Land Mort. S. F. (\$20,000 p. m.)	"	6	" "	" "	1891	"
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	"	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	"	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	"
Dubuque and Sioux City:							1st Mortgage.....	1,954,000	7	" "	" "	1860	101
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91½	1st Mortgage.....	1,936,000	7	" "	" "	1870	"
1st Mortgage (construction).....	600,000	7	" "	" "	1894	"	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	101
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	"	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	"	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	"
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	"	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	"
1st Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	25
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	"	Illinois Central:						
D. & M. Western:							Construction.....	3,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	768-72	"	Construction.....	437,500	6	" "	" "	1875	"
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872	"	Redemption.....	2,590,500	6	" "	" "	1890	"
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96	Redemption, sterling.....	2,424,500	6*	" "	London.	1875	"
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	" "	1876	"	Illinois and Southern Iowa:						
Bonds.....	160,000	6	April & Oct.	" "	1889	96	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	"
1st Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund....	574,900	7	April & Oct.	Philadelphia.	1888	"	1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	"
1st Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	"	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	"
Tennessee Loan (1866).....	449,830	6	" "	" "	1898	"	Jackson, Lansing and Saginaw:						
Tennessee (old).....	643,000	6	" "	" "	1880	"	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Mortgage (new).....	124,900	7	" "	" "	1880	"	Jeffersonville (J. M. & I.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	94
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	"	2d Mortgage.....	"	7	April & Oct.	" "	1873	"
Tennessee Loan (1866).....	800,000	6	" "	" "	1898	"	Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—	"	1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1900	"
Edgfield and Kentucky:							Louisville Loan (endorsement)...	150,000	8	" "	" "	1882	"
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	"	Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1874	"
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	89	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	6	April & Oct.	" "	1872	60	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	"
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F. \$411,000.....	"	6*	Jan. & July.	London.	18—	"	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$800,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	" "	1870	....
3d Mortgage (do.)	230,000	7	— & —	" "	1885	....	Tennessee State Loan.....	317,800	6	" "	" "	1892	....
Kookuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
Income.....	100,000	7	" "	" "	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	306,900	8*	" "	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1867	19
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Liquidation (10 year) bonds.....	556,421	8	" "	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....	697,900	8	" "	Mobile.	1882	38
1st Mortgage.....	.....	7	Jan. & July.	New York.	1875	....	Montgomery and Eufala:						
1st Mortgage (Extension).....	.....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
2d Mortgage.....	.....	7	April & Oct.	" "	1880	....	Montgomery and West Point:						
2d Mortgage (Extension).....	.....	7	May & Nov.	" "	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds.....	306,900	8	" "	" "	1876	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,500	8	" "	" "	1881	62
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	88 1/2	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	90
Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	95
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	90	Tenn. State Loan.....	150,000	6	" "	" "	18—	....
New Mortgage, free of taxes....	1,000,000	6	June & Dec.	" "	1898	94	Tenn. Coupons Funded.....	428,270	6	" "	" "	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	90	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage.....	792,050	6	" "	" "	'71-'83	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	95	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	1st Mortgage, Convertible.....	246,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	Newark and New York:						
Louisville, Cincln. and Lexington:							1st Mortgage.....	600,000	....	— & —	New York.	18—	....
1st Mortgage for \$3,000,000.....	2,119,000	7	Jan. & July.	New York.	1897	85	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan.....	100,000	6	" "	" "	1881	....	1st Mortgage, Sterling £220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	98	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70-'75	96	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	" "	1877	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80-'85	92	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1890	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	'86-'87	....	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	" "	1874	....
Louisville Loan, Lebanon Br. Ext.	225,000	6	May & Nov.	" "	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext....	600,000	6	April & Oct.	" "	1893	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
Consolid. 1st mort. for \$3,000,000	.....	7	" "	" "	1898	90	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	" "	1885	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia..	160,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000.....	1,019,000	8	" "	" "	1890	70
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	.....	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	92
\$400,000 Loan.....	315,200	6	June & Dec.	" "	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	" "	1876	100 1/2
Bangor City Loan.....	660,000	6	April & Oct.	" "	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	" "	" "	1883	87
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	" "	" "	1883	87
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89 1/2	Bonds and mortgages.....	58,215	7	various.	" "	var.	....
1st Mortgage, Sterling.....	1,000,000	7*	" "	London.	1892	....	Convertible bonds.....	210,000	7	Feb. & Aug.	" "	1876	120
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	67 1/2	Renewal bonds of 1898.....	2,900,000	6	June & Dec.	" "	1887	89 1/2
Scioto and Hocking Valley.....	300,000	7	" "	" "	1899	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	101
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	85	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	" "	1893	....
Memphis, Clarksville & Louisv.							New York and New Haven:						
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	96
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Mortgage (road and land).....	600,000	8	May & Nov.	" "	1890	....	Improvement Bonds.....	100,000	7	Jan. & July.	" "	1881	....
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	" "	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'05-'70	72 1/2
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113 1/2	2d Mortgage.....	328,600	8	" "	" "	'05-'70	80
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	132 1/2	2d Mortgage for \$300,000.....	6,000	8	" "	Norfolk.	1869	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	....	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	98	2d Mortgage for \$300,000.....	145,000	7	Jan. & July.	" "	1868	....
2d Mortgage.....	2,693,000	7	" "	" "	1877	93 1/2	Interest Certificates.....	228,098	7	Jan. & July.	" "	1875	....
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	" "	1868	....	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91	1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	83 1/2
Mifflin and Centre County:							North Pennsylvania:						
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	87 1/2
Milwaukee & Chicago, (40 miles):							Chattel Mortgage.....	377,365	10	April & Oct.	" "	1887	109
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	274,500	7	— & —	" "	18—	88
3d Mortgage, (").....	19,500	7	June & Dec.	" "	1898	....	North Shore, S. I.:						
Milwaukee and Prairie du Chien:							1st Mortgage.....	110,200	7	— & —	New York.	18—	....
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	....	Northern Central:						
Milwaukee and St. Paul:							1st Mortgage, Sinking Fund.....	1,500,000	6	J. A. J. & O.	Baltimore.	1862	....
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	90 1/2	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" "	1885	86 1/2
2d Mortgage.....	1,476,000	7	April & Oct.	" "	1894	88	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	" "	1900	88 1/2
1st Mortgage (P. du C.).....	3,582,000	8	" "	" "	18—	105	Consol. 2d Mort. for \$6,000,000..	952,000	6*	Jan. & July.	" "	1900	....
2d Mortgage (P. du C.).....	738,000	7.3	" "	" "	18—	95	Northern New Hampshire:						
1st Mort. (Lows and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	....
Minnesota Valley:							Northern New Jersey:						
1st Mortgage \$5,000 per mile....	100,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	....
Mississippi Central:							North Western Virginia:						
1st Mortgage.....	1,246,000	7	May & Nov.	New York.	18—	72	1st Mortgage.....	.....	6	— & —	Baltimore.	187	93
2d Mortgage.....	1,517,000	8	Feb. & Aug.	" "	18—	49	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	" "	1873	92
Tenn. State Loan.....	1,078,980	6	Jan. & July.	" "	1899	....	3d Mortgage (B. & O. R. R. Co.)	300,000	6	" "	" "	1896	9

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1867.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	800,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1870	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$3,000,000		7	Jan. & July.	"	1893	82½	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94½	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73	Richmond and Danville:						
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	71	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	70½	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	73½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Fort Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Rich. Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (20 and 30 years)...	7,000,000	3	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,399	7	"	"	'75-'76	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000		6*	Feb. & Aug.	New York.	1888	97½	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan):						
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensburg:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	96	1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. " Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½	Sinking Fund (Watert. & Rome)	781,600	7	"	"	1880	....
2d Mort. " " " }	2,594,000	6	April & Oct.	"	1875	96	1st Mort. (Potdam & Watert.)...	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. " " " }	2,283,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pensacola and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	255,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	76
Philadelphia and Baltimore Cent.:							2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain:						
Philadelphia and Erie:							1st Mortgage for \$4,000,000...	3,000,000	7	Feb. & Aug.	New York.	1892	85
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	6,000,000	6	"	"	1881	88	1st Mortgage (\$15,000 per mlie).	2,250,000	7	April & Oct.	New York.	1884	95
2d Mortgage.....	4,000,000	7	"	"	1901	86	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norist.							1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	99½	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	84	General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
Bonds of 1867, convertible.....	171,500	6	"	"	1886	94½	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	"	1880	....	Salem:						
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	'72-'77	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	105½	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	74½
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	90	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuykill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	89	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	101½	Schuykill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....	3d Mortgage.....	71,000	7	"	"	1870	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....	Convertible registered.....	128,893	7	"	Portsmouth.	1873	....
2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	....	Selma and Meridian:						
2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	97½	1st Mortgage.....	79,873	...	"	"	....	....
2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....	2d Mortgage.....	52,000	...	"	"	....	....
2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	....	3d Mortgage.....	665,000	...	"	"	....	....
2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	....	Selma Rome and Dalton:						
2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	....	1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mortgage (Series M).....	800,000	7	April & Oct.	"	1912	95	2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1864	....
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....	Gen. Mort. (S.R. & D.) free of tax	3,000,000	7	April & Oct.	"	1867	....
Pittsburg and Steubenville:							Shamokin Valley and Pottsville:						
1st Mortgage.....	1,000,000	7	Feb. & Aug.	New York.	1881	....	1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
2d Mortgage.....	500,000	7	"	"	1881	....	Sioux City and Pacific:						
Portland and Kennebec:							1st Mortgage.....	1,028,320	7	April & Oct.	New York.	1898	....
1st Mortgage.....	230,000	6	April & Oct.	Boston.	1883	....	2d Mortgage (Gov. subsidy)....	1,028,320	6	Jan. & July.	"	1898	....
Consolidated Bonds.....	300,000	6	"	"	1895	....	Somerset and Kennebec:						
Potdam and Watert. (R. W. & O.)							1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	...	1st Mortgage, guar. for \$500,000.	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds \$452,912 1/2	2,612,944	5*	Jan. & July.	London.	'71-'85	...	1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds \$59,031 1/2	262,366	5*	"	Charleston.	'71-'85	...	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	...	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	595,500	7	"	"	'68-'72	...	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	...	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90 1/2
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90 1/2	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	...	Sterling Loans, \$899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97 1/2
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65 1/2	Dollar Bonds	936,500	6	"	Boston.	1875	96 1/2
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	...	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	...	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
5th Mortgage	119,000	8	"	"	'63-'69	...	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	91 1/2
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	...	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	...	1st Mortgage, guaranteed	1,238,000	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	...	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Willa Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	...	1st M. for \$1,000,000 end. by Ala.	.....	7	"	"	18—	....
Springfield and Columbus:							Wilm. Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	...	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	76
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	...	Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage	506,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	...	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	...	Consol. Mortgage for \$2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	...	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	...	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95	Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85 1/2	Stg. State Loan	85,333	6	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84 1/2	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	83 1/2	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	...	York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	...	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equipmt Bonds (T. & W. 75m.)	600,000	7	"	"	1883	76	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	...	CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	"	1907	81 1/2	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	...	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	...	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91 1/2
3d Mortgage	650,000	7	May & Nov.	"	1875	...	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	...	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1886	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage, guaranteed	180,000	6	"	"	1877	...	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	...	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Ansbury R. R.)						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	86 1/2	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	...	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1845	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	...	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	...	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	...	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	80 1/2	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38 1/2	2d Loan	5,606,122	6	"	"	1884	84
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	100 1/2	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90 1/2	Convertible Loan	1,201,850	6	"	"	1877	80
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	...	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860	...	2d Mortgage	57,000	6	"	"	18—	....
2d Mortgage	293,200	7	"	New York.	1859	...	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	...	2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	" or	"	1890	...	Boat Loan	232,087	6	"	"	1885	77
" " 3d class	164,000	7	April & Oct.	"	1890	...	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	...	1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"	1890	...	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	1890	...	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	51
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
State Loan	210,000	6	Jan. & July.	New York.	1891	...	Improvement Loan	1,601,670	6	May & Nov.	"	1876	61 1/2
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	...	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	...	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884	...	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	87
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	...	Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	...	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
2d Mortgage	23,500	6	"	"	1879	64 1/2	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66 1/2	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1866	...	Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72 1/2	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1873	80
Warren:							MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	...	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C. R. E. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1886	96
1st Mortgage	1,937,000	7	"	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....	Bonds of American Tel. Co.	80,000	7*	Jan. & July.	"	1879	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Years ending	Railroad		Rolling Stock		Property and Assets		Liabilities			Railroad Operated		Operations		Earnings		Value of Shares					
	Main Line	Branch Line	Engines		Cars	Freight	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Trains Moved	Passengers		Freight	Gross	Net	Dividends	Market Par.
			M.	M.																	
Sept. 30, 1898	25.0	0.4	157.0	1	2,074,088	6	1,000,000	1,000,000	418,711	916,000	4,186,000	4,186,000	1,000,000	23.0	15,972	8,439	20,000	177	100	100	
June 30, 1898	70.0	11.2	15.0	1	5,890,598	1	5,890,598	5,890,598	401,830	2,802,000	1,801,543	1,801,543	2,802,000	70.0	291,226	7,081,584	585,823	227,819	100	100	
Sept. 30, 1898	125.0	12.0	48.0	7	8,049,788	7	8,049,788	8,049,788	401,830	2,802,000	1,801,543	1,801,543	2,802,000	125.0	291,226	7,081,584	585,823	227,819	100	100	
Jan. 31, 1898	12.0	12.0	48.0	7	8,049,788	7	8,049,788	8,049,788	401,830	2,802,000	1,801,543	1,801,543	2,802,000	12.0	291,226	7,081,584	585,823	227,819	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
Nov. 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0	4.9	4	606,000	4	606,000	606,000	31,470	198,000	198,000	198,000	198,000	26.5	67,700	49,327	185,226	76,428	100	100	
June 30, 1898	26.5	5.0																			

TOC, 606, 2 (1910) 111

Feb. 28, 1867	Mar. 1, 1867	Mar. 4, 1867	Mar. 7, 1867	Mar. 10, 1867	Mar. 13, 1867	Mar. 16, 1867	Mar. 19, 1867	Mar. 22, 1867	Mar. 25, 1867	Mar. 28, 1867	Mar. 31, 1867	Apr. 3, 1867	Apr. 6, 1867	Apr. 9, 1867	Apr. 12, 1867	Apr. 15, 1867	Apr. 18, 1867	Apr. 21, 1867	Apr. 24, 1867	Apr. 27, 1867	May 1, 1867	May 4, 1867	May 7, 1867	May 10, 1867	May 13, 1867	May 16, 1867	May 19, 1867	May 22, 1867	May 25, 1867	May 28, 1867	May 31, 1867	Jun. 3, 1867	Jun. 6, 1867	Jun. 9, 1867	Jun. 12, 1867	Jun. 15, 1867	Jun. 18, 1867	Jun. 21, 1867	Jun. 24, 1867	Jun. 27, 1867	Jul. 1, 1867	Jul. 4, 1867	Jul. 7, 1867	Jul. 10, 1867	Jul. 13, 1867	Jul. 16, 1867	Jul. 19, 1867	Jul. 22, 1867	Jul. 25, 1867	Jul. 28, 1867	Jul. 31, 1867	Aug. 3, 1867	Aug. 6, 1867	Aug. 9, 1867	Aug. 12, 1867	Aug. 15, 1867	Aug. 18, 1867	Aug. 21, 1867	Aug. 24, 1867	Aug. 27, 1867	Aug. 30, 1867	Aug. 31, 1867	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122
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CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Carts.		COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
		No.	No.				Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '68	m.	No.	No.	Albany..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	P. c.	100	100	
Nov. 30, '68	7.37	91	12	Albany st. Freight (B'ton). Mass.	150,000	150,000						100	100	
Oct. 31, '68	3.25	12	35	Allentown..... Pa.	72,674	31,500	29,814	12,191	6,771	3,993		100	100	
Dec. 31, '68	31.00	480	80	Baltimore City..... Md.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Sept. 30, '68	22.00	401	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			8,800	1,193	6.8	100	100	
Nov. 30, '68	3.53	162	40	Boston and Chelsea..... Mass.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	
Sept. 30, '68	10.76	791	106	Broadway (Brooklyn)..... N.Y.	522,895	2,100,000	1,000,000		664,652	184,914		100	100	
Sept. 30, '68	8.00	10	30	B'way & 7th Av. (N.Y.C.) N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30, '68	74.00	1420	291	Brooklyn, Bath & Coney I.N.Y.	1,164,204	1,500,000	300,000		1,197,309	233,938	12.0	100	100	
Sept. 30, '68	11.00	201	43	Brooklyn City..... N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30, '68	6.50	40	12	Brooklyn City & Newtown N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30, '68	4.28	4	30	B'klyn. Prosp. P. & Flatb. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30, '68	15.21	197	53	B'klyn & Rockaway Beach N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	50	50	50	
Sept. 30, '68	7.85	39	39	Buffalo street..... N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	
Nov. 30, '68	28.52	561	149	Bushwick (Brooklyn)..... Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	
Sept. 30, '68	1.76	39	39	Cambridge (Boston)..... N.Y.	29,758	21,130	6,000		18,645	4,097	10	10	10	
Sept. 30, '68	36.00	561	149	Central City (Syracuse)..... N.Y.	1,627,021	1,065,200	626,000	33,644	612,962	18,812		100	100	
Dec. 31, '68	9.20	200	37	Cen. P. & N.E.R. (N.Y.C.) N.Y.								100	100	
Oct. 31, '68	7.25	200	37	Cincinnati street..... O.	179,635	192,750			227,369	95,876	32.1	50	194	
Oct. 31, '68	9.00	140	30	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31, '68	6.50	140	30	Citizens' (Pittsburg)..... Pa.								100	100	
Sept. 30, '68	14.83	236	18	City Passenger (Cin.)..... O.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30, '68	22.89	792	116	Coney Island (Brooklyn) N.Y.	772,303	1,200,000	700,000		669,174	135,906		100	100	
Sept. 30, '68	3.50	10	3	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	42,605	34,815		2,448	8,721	3,443		100	100	
Oct. 31, '68	1.63	10	3	Dunkirk and Fredonia..... N.Y.	24,275	26,000	500		10,444	3,732	25	25	25	
Sept. 30, '68	18.00	872	160	Easton and S. Easton..... Pa.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	
Dec. 31, '68	8.00	52	9	Eighth Avenue (N.Y. City) N.Y.	152,917	150,000						100	100	
Sept. 30, '68	1.74	58	50	Fairhaven and Westville..... Conn.	27,533	26,170			6,761	2,468		100	100	
Sept. 30, '68	15.38	387	50	Fifth Ward (Syracuse)..... N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31, '68	16.37	298	40	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	
Sept. 30, '68	3.25	16	5	Frankford & Southwark (Ph.) Pa.	54,200	42,500	9,000	400	8,653	159		100	100	
Oct. 31, '68	34.25	356	81	Germantown (Phila.)..... Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	31
Oct. 31, '68	5.40	125	25	Girard College (Phila.)..... Pa.	171,712	170,000			117,342	25,119	8.5	50	17	
Sept. 30, '68	5.50	92	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30, '68	10.00	122	23	Greenpoint & Wm'g. (B'k'n) N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31, '68	2.14	18	6	Harlem Br., Morr. & F'dham N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.		100	100	
Dec. 31, '68	9.00	19	6	Hartford City..... Pa.	180,000	180,000						100	100	
Oct. 31, '68	13.17	345	78	Hartford & Wethersfield. Conn.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	
Dec. 31, '68				Hest., Mant. & F'mount (Ph.) Pa.								100	100	
Dec. 31, '68				Hoboken and Hudson City N.J.								100	100	
Dec. 31, '68				Hoboken and Weehawken N.J.								100	100	
Sept. 30, '68	2.50			Hudson Av. (Brooklyn)..... N.Y.	161,535	106,700	74,000	9,272				100	100	
Dec. 31, '68	10.47			Hudson City & Bergen Point N.J.								100	100	
Sept. 30, '68	3.56	28	9	Jersey City and Bergen Point N.J.	78,989	75,000			20,971	2,170	34	100	100	
Oct. 31, '68	5.20	113	21	Kingston and Rondout..... N.Y.	165,627	90,000	62,500	10,560	70,353	9,702		100	100	
Nov. 30, '68	4.03	48	9	Lombard and South st. (Ph.) Pa.	69,416	55,830		2,080	29,240	3,411		100	100	
Nov. 30, '68	12.50	201	32	Lowell Horse..... Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	
Nov. 30, '68	3.60	30	1	Lynn and Boston..... Mass.	60,246	177,700	52,600		24,472			100	100	
Nov. 30, '68	1.00			Malden and Melrose (B'tn). Mass.	177,624	200,000						100	100	
Nov. 30, '68	3.08			Marginal Freight (Boston). Mass.	27,500	21,000	6,500		2,240			100	100	
Nov. 30, '68	5.11	37	6	Medford & Charlestown (B'tn). Mass.	50,241	50,000			2,249			100	100	
Sept. 30, '68	6.00	58	13	Merrimac Valley..... Mass.	361,500	194,000	191,900	12,810	13,014	6,299		100	100	
Nov. 30, '68	42.86	791	156	Metropolitan (Brooklyn)..... N.Y.	1,543,729	1,250,000	177,164	765,981	135,284	10.0		100	100	
Nov. 30, '68	7.42	254	47	Metropolitan (Boston)..... Mass.	522,834	400,000	91,902	38,917	208,640	16,659		100	100	
Sept. 30, '68	12.20	180	52	Middlesex (Boston)..... Mass.	468,322	797,320	167,000		95,848	595		100	100	
Nov. 30, '68	3.39	17	4	Ninth Avenue (N.Y. City) N.Y.	300,000	300,000			13,884	562		100	100	
Nov. 30, '68	2.16	6	2	Northampton & Wm'g. Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	
Oct. 31, '68	7.25	73	13	2 North Woburn (Boston)..... Mass.	105,457	59,500	17,000	45,094	49,929			100	100	
Dec. 31, '68	17.5	167	28	Oakland & E. Liberty (Pbg.) Pa.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	
Dec. 31, '68	3.11	30	8	Orange and Newark..... N.J.	100,000	100,000						100	100	
Oct. 31, '68	9.17	30	8	Passenger (Cin.)..... O.	110,907	104,028			16,003	Loss.	15.	100	100	
Oct. 31, '68	7.07	271	48	Peoples' street (Scranton)..... Pa.	446,265	225,000	200,000	21,265	250,557	46,270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia City (C. & W.) Pa.	250,419	160,000	89,000		40,374	11,222	4.	20	20	
Oct. 31, '68	8.50	140	28	Philadelphia and Darby..... Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	
Oct. 31, '68	8.25	153	28	Philadelphia & Gray's Ferry Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	
Oct. 31, '68	5.20	90	12	Pbg., Allegheny & Manch. Pa.	108,488	82,000	10,600	30,682	70,706	8,481	7.35	50	41	
Dec. 31, '68	6.88	92	16	Pittsburg and Birmingham. Pa.	160,300	160,300			45,007	12,809	7.	100	100	
Nov. 30, '68	5.69	55	9	Portland..... Me.	77,640	71,600	66,434	57,592				100	100	
Oct. 31, '68	8.00	48	13	Quincy (Boston)..... Mass.	179,635	120,500	63,300		36,111	Loss.		100	100	
Sept. 30, '68	10.50	96	22	Ridge Av. & Manassunk (Ph.) Pa.	74,000	59,000	15,000		31,490	11,290		100	100	
Nov. 30, '68	7.87	47	15	Rochester and Brighton..... N.Y.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	
Oct. 31, '68	3.96			Salem and Danvers..... Mass.	47,464	50,000						100	100	
Sept. 30, '68	16.00	597	91	Schuykill River (Phila.)..... Pa.	1,452,333	800,000	700,000	170,962	512,666	71,706		50	10	
Oct. 31, '68	33.00	485	76	Second Avenue (N.Y. City) N.Y.	628,843	673,387	109,300		524,611	177,857	11.5	50	30	48
Oct. 31, '68	5.62	110	17	2d and 3d street (Phila.)..... Pa.	116,915	130,000		37,408	79,754	11,569		50	13	
Sept. 30, '68	8.37	657	74	17th and 19th street (Phila.) Pa.	1,786,977	750,000	250,000		625					

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

(COMPANIES.)	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	104
Atlantic & St. Lawrence* guar.	2,494,000	4	4	104
Baltimore and Ohio, pref.	3,000,000	6	6	104
Berkshire,* guaranteed	600,000	7	7	104
Blossburg and Corning,* guar.	250,000	5	5	104
Boston, Concord and Montreal, pref.	1,340,000	6	6	104
Buffalo, N. York and Erie,* guar.	950,000	7	7	104
Camden and Atlantic, pref.	600,000	7	7	104
Catawissa,* pref. and guar.	2,200,000	7	7	104
Cayuga and Susquehanna,* guar.	599,110	7	7	104
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	104
Central Ohio, preferred	400,000	7	7	104
Chesapeake,* guar.	380,000	5	5	104
Cheshire, preferred	2,017,815	7	7	104
Chicago and Alton, pref.	2,425,400	7	7	104
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	104
Chicago and Northwestern, pref.	16,356,287	7	7	104
Cleveland and Mahoning,* guar.	2,056,000	7	7	104
Cleveland and Toledo,* guar.	6,250,000	3	3	104
Cocheco, preferred	177,750	8	8	104
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	104
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	114
Delaware,* guaranteed	694,261	6	6	104
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	6	104
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	104
Dubuque Southwestern, pref.	330,308	7	7	104
Eastern (N. H.)* guaranteed	492,500	8	8	104
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	104
Elmira and Williamsport,* guar.	500,000	5	5	104
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	104
Erie, preferred	8,536,910	7	7	104
Hannibal and St. Joseph, pref.	5,253,836	7	7	104
Harrisburg and Lancaster,* guar.	1,182,550	7	7	104
Housatonic, preferred	1,180,000	8	8	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	7	104
Joliet and Chicago,* guar.	1,500,000	7	7	104
Joliet and Northern Indiana,* guar.	300,000	8	8	104
Lackawanna and Bloomsburg, pref.	500,000	7	7	104
Leeds and Farmington,* guar.	2,646,100	7	7	104
Little Schuylkill,* guar.	2,646,100	7	7	104
Louisville, Cincinnati and Lexington preferred	211,122	9	9	104
Marietta and Cincinnati, 1st pref.	5,586,135	6	6	104
" 2d pref.	4,051,744	6	6	104
Manchester and Lawrence*	1,000,000	9	9	104
Michigan Southern, guaranteed	586,800	10	10	104
Mill Creek and Mine Hill,* guar.	325,375	10	10	104
Millwaukee and P. du Chien, 1st pref.	3,214,250	8	8	104
" 2d pref.	1,014,000	7	7	104
Milwaukee and St. Paul, preferred	8,050,892	7	7	104
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	104
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	104
New Haven and Northampton*	1,344,000	2	2	104
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	104
North Eastern (S. C.), preferred	155,000	8	8	104
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104
Ohio and Mississippi, pref.	3,500,000	7	7	104
Patterson and Hudson,* guar.	630,000	8	8	104
Patterson and Ramapo,* guar.	248,000	5	5	104
Peoria and Bureau Valley,* guar.	1,200,000	6	6	104
Philadelphia and Erie,* guar.	5,996,700	10	10	104
Philadelphia and Reading, pref.	1,551,800	10	10	104
Philadelphia and Trenton,* guar.	1,099,120	10	10	104
Pittsfield and North Adams,* guar.	450,000	6	6	104
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	104
Portland, Sag. & Portsmouth,* guar.	1,500,000	6	6	104
Portsmouth and Concord*	350,000	7	7	104
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	104
Rochester and Genesee Valley*	597,500	7	7	104
Rutland, preferred	7	7	7	104
St. Louis, Alton and T. H., pref.	2,040,000	7	7	104
Sandusky and Cincinnati, pref.	445,596	6	6	104
Schuylkill Valley,* guar.	578,050	5	5	104
Shamokin Valley & Pottsville,* guar.	869,450	5	5	104
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	104
" (E. D.) pref.	1,700,000	7	7	104
Toledo, Wabash and Western, pref.	1,000,000	7	7	104
Troy and Greenbush,* guar.	274,000	7	7	104
Vermont and Canada,* guar.	2,500,000	8	8	104
Warren,* guar.	1,408,300	7	7	104
White Mountains,* guar.	200,000	5	5	104
Wrightsv. York & Gettysburg,* pref.	317,050	2	2	104

CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	104
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	42
Union, preferred	6	6	6	104

MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6	32	32	104
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	38	@	42
Pig, American, No. 1 (good to best).....	42	@	—	—
Pig, American, No. 2.....	38	@	39	—
Pig, American, Forge.....	36	@	—	—
Bar, Refined, English and American.....	85	@	90	—
Bar, Swedes, assorted sizes.....	(gold) 82	@	87	60

STORE PRICES.

Bar, Swedes, ordinary sizes.....	—	@	140	—
Bar, English and American, Refined.....	90	@	92	50
Bar, English and American, Common.....	85	@	87	50
Scroll.....	120	@	150	—
Ovals and Half-round.....	117	@	142	50
Band.....	117	@	50	—
Horse Shoe.....	117	@	50	—
Rods, 1½ to 16 inch.....	97	@	155	—
Hoop.....	125	@	180	—
Nail Rod.....	per lb.	8	@	9
Sheet, Russia, assorted No.'s.....	(gold) 10	@	12	—
Sheet, Single D. and T. Common.....	5	@	7	—
Rails, English.....	(gold) 56	@	50	—
Rail, American.....	74	@	76	—
Anvils, Eagle.....	per lb.	9	@	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.....	18	@	22	—
English Spring (2d and 1st quality).....	9	@	11	—
English Blister (2d and 1st quality).....	11	@	19	—
English Machinery.....	12	@	15	—
English German (2d and 1st quality).....	14	@	16	—
American Blister "Black Diamond".....	10	@	16	—
American, Cast, Tool, do.....	19	@	—	—
American, Spring, do.....	10	@	13	—
American Machinery do.....	10	@	13	—
American German do.....	10	@	13	—

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	—	@	32
Bolts.....	—	@	33	—
Braziers.....	33	@	35	—
Nails.....	38	@	40	—
Sheathing, &c., Old.....	22	@	23	—
Sheathing, Yellow Metal.....	—	@	27	—
Bolts, Yellow Metal.....	—	@	27	—
American Ingot.....	22	@	22	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold) 33	@	—	—
Straits.....	(gold) 29	@	30	—
English.....	(gold) 29	@	30	—
Plates—Fair to good brands.....	(Gold) —	@	—	—
I. C. Charcoal.....	per box	8	@	50
I. C. Coke.....	6 75	@	7 50	10 75
Coke Terne.....	5 75	@	6	8 25
Charcoal Terne.....	7 75	@	8 25	11

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.....	16	@	—	—
Crude, 40 @ 47 gravity (in shipping order).....	—	@	—	22
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@	31	—
Refined, Standard White (in ship's order).....	—	@	32	—
Refined, prime White (in shipping order).....	—	@	32	—
Refined, S. W. (in merchantable order).....	—	@	32	—
Naphtha, Refined, (60 @ 63 gravity).....	—	@	10	—
Residuum.....per bbl.	4	25	@	50

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.				
6 by 8 to 7 by 9.....	per 50 feet.	7	75	@ 6 —
8 by 10 to 10 by 15.....		8	25	@ 6 50
11 by 14 to 12 by 18.....		9	75	@ 7 —
14 by 16 to 16 by 24.....		10	50	@ 7 50
18 by 22 to 18 by 30.....		12	25	@ 8 —
20 by 30 to 24 by 30.....		15	—	@ 9 —
24 by 31 to 24 by 36.....		16	50	@ 10 —
25 by 36 to 30 by 44.....		17	50	@ 12 50
30 by 46 to 32 by 48.....		20	—	@ 13 50
32 by 50 to 32 by 56.....		22	—	@ 14 50
Above.....		25	—	@ 16 —
(The above subject to a discount of 50/@55 per cent.)				

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

6 by 8 to 8 by 10.....	per 50 feet.	8	50	@	6
8 by 11 to 10 by 15.....		9	—	@	6 75
11 by 14 to 12 by 18.....		10	—	@	7 50
13 by 18 to 16 by 24.....		11	—	@	8 —
18 by 22 to 18 by 30.....		13	50	@	9 —
20 by 30 to 24 by 30.....		15	50	@	10 —
24 by 32 to 24 by 36.....		18	—	@	12 —
25 by 36 to 26 by 40.....	(3 qts.)	20	—	@	16 —
28 by 40 to 30 by 48.....	(3 qts.)	22	—	@	18 —
30 by 60 to 32 by 56.....	(3 qts.)	24	—	@	20 —
32 by 68 to 34 by 60.....	(3 qts.)	27	—	@	23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 21.

Th. 15. F. 16. Sat. 17. M. 19. Tu. 20. W. 21

Boston, Hartford & Erie.....	62	102	100	101	101
Canton Co.....	101	102	100	101	101
Central of N. Jersey.....	101	102	100	101	101
Chicago & Alton.....	180	180	180	180	180
" pref.....	159	159	159	159	159
" 1 M.....	—	—	—	—	—
" S. F.....	—	—	—	—	—
" Inc. bds.....	—	—	—	—	—
Chicago, Burl. & Q.....	188	190	190	190	190
" 8s, 1883.....	108	108	108	108	108
Chi. & Gt. Eastern 1st m.....	80	80	80	79	79
Chic. & Northwestern.....	80	80	80	79	79
" pref.....	94	94	94	94	94
" 1st M.....	93	94	94	94	94
" Interest.....	—	—	—	—	90
" S. F.....	—	—	—	—	90
" Consol.....	—	—	—	—	—
Chic., Rock Isl. & Pac.....	118	117	116	115	114
Chicago & R. I. 7s, 1870.....	—	—	—	—	—
Chi., R. I. & Pa. 7s, 1896.....	—	—	93	94	94
Clev., Col. C. and Ind. 76.....	76	—	—	—	—
Clev. and Pittsburg.....	109	108	107	106	107
" 2 M.....	—	—	—	—	—
" 3 M.....	—	—	—	—	—
" 4 M.....	—	—	—	—	74
" Con.....	—	—	—	—	—
Clev. and Toledo.....	—	—	—	—	—
" S. F. 7s.....	—	—	—	—	36
Col. Chi. & Ind. C.....	37	—	—	—	—
" 1 M.....	84	84	84	84	84
" 2 M.....	—	—	—	—	—
Cumberland Coal pref.....	—	—	—	—	32
Del. & Hudson Canal.....	—	—	—	—	—
Del., Lack. & Western.....	112	112	112	112	110
" 1 M 7s.....	—	—	—	—	—
" 2 M 7s.....	—	—	—	—	—
Erie Railway.....	—	—	—	—	—
" pref.....	—	—	—	—	—
" 1 M 7s, 1867.....	—	—	—	—	—
" 2 M 7s, 1879.....	—	—	—	—	94
" 3 M 7s, 1883.....	89	89	89	89	89
" 4 M 7s, 1890 82	82	82	82	82	82
" 6 M 7s, 1888 77	77	77	77	77	77
Great Western 2d mort.....	—	78	78	78	78
Hamibal & St. Joseph.....	132	126	127	125	128
" pref.....	128	127	125	125	127
Hudson River.....	181	180	182	182	182
" 1 M 7s, 1869.....	—	—	—	—	—
" 2 M S. F.....	—	—	—	—	—
" 3 M 7s, 1875.....	—	—	—	—	—
Illinois Central.....	144	144	144	144	141
" bonds.....	120	120	120	120	120
Lake Shore & Mich. S'th.....	107	106	106	105	106
" Div. bonds.....	91	91	91	91	90
Marietta & Cin. 1st pref.....	—	—	—	—	—
" 2d pref.....	—	—	—	—	—
Michigan Central.....	134	132	132	131	131
" S.F. 8s, 1882 133	133	133	133	131	131
" conv. 8s, '69.....	—	—	—	—	—
M. S. and N. I.....	—	—	—	—	—
" * 1 M. S. F.....	—	—	—	—	—
" 2 M.....	93	93	93	93	93
Mariposa Mining Co.....	84	84	84	84	84
" pref.....	15	15	15	16	16
" Tr. 10s cts.....	—	—	—	—	—
Milw. and St. Paul.....	78	77	77	76	76
" pref.....	87	87	86	86	87
" 1st mort.....	90	90	90	90	90
" 2d mort.....	85	85	85	85	85
" 8s.....	105	105	105	105	105
" 7 3-10s con.....	95	95	95	95	95
Missouri 6s.....	88	88	88	87	87
" H. & St. J. iss. 90	90	90	90	90	90
Morris and Essex.....	89	88	88	88	88
" 1st mort.....	99	99	99	99	99
" 2d mort.....	96	96	96	96	96
New York Central.....	210	209	210	210	210
" 7s, S.F. 1876.....	—	—	—	—	—
" 7s, conv. '76.....	—	—	—	—	—
" 6s, S.F. 1883.....	—	—	—	—	92
" 6s, S.F. 1887.....	—	89	89	89	89
N. York and Harlem.....	146	146	146	146	146
" pref.....	—	—	—	—	—
" 1 M 7s, 1873.....	56	56	56	56	56
N. Carolina 6s.....	58	46	46	45	46
" new bonds.....	48	46	46	45	46
Ohio and Miss.....	32	32	32	32	32
" pref.....	—	—	—	—	—
" 1st M.....	—	—	—	—	—
Pacific Mail S. S. Co.....	86	86	81	82	84
Panama.....	283	283	283	283	283
Phila. and Reading.....	94	93	93	92	93
Pitts., Ft. W. & Chicago.....	—	—	—	153	153
" 1 M.....	101	101	101	101	101
" 2 M.....	98	98	98	98	97
" 3 M.....	—	—	—	—	95
" Equip. 8s.....	—	—	—	—	—
Quicksilver Mining Co.....	16	16	16	16	16
St. L., Alton & T. H.....	—	—	—	—	—
" pref.....	—	—	—	—	—
" 1 M.....	—	—	—	—	—
" 2 M. pref.....	—	—	—	—	83
" Income bds.....	—	—	—	—	—
Tennessee 6s.....	62	62	62	62	62
" new.....	56	56	56	56	56
Tol., Wab. & Western.....	76	75	74	73	76
" pref.....	—	—	—	76	—
" 1 M. ex.....	—	—	—	92	—
" 2 M.....	—	—	—	—	—
" Equipment.....	58	58	58	56	57
Virginia 6s, ex-coupon.....	58	58	58	56	57
" new.....	61	61	61	61	61

New York Stock Exchange.

Actual Sale Prices for the week ending July 21.

Th.15.F.16.Sat.17.M.19.Tu.20.W.21

FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	110	110	110	110	110	110
U. S. 5s, 1871, coup.	110	110	110	110	110	110
U. S. 5s, 1874, reg.	110	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110	110
U. S. 5s, 10-40s, coup.	110	110	110	110	110	110
U. S. 5s, 10-40s, reg.	110	110	110	110	110	110
U. S. 5s, 1881, reg.	120	120	120	120	120	120
U. S. 5s, 1881, coup.	120	120	120	120	120	120
U. S. 5s, '81, O. W. L. y.	120	120	120	120	120	120
U. S. 5s, 1881, . . .	120	120	120	120	120	120
U. S. 5s, 5-20s, reg. '62.122	121	121	121	121	121	121
U. S. 5s, 5-20s, c. 1862.124	122	122	122	122	122	122
U. S. 5s, 5-20s, reg. '64.	121	121	121	121	121	121
U. S. 5s, 5-20s, c. 1864.121	121	121	121	121	121	121
U. S. 5s, 5-20s, reg. '65.	121	121	121	121	121	121
U. S. 5s, 5-20s, c. 1865.	121	121	121	121	121	121
U. S. 5s, 5-20s, r. n. '65.	120	120	120	120	120	120
U. S. 5s, 5-20s, c. n. '65.120	120	120	120	120	120	120
U. S. 5s, 5-20s, reg. '67.	120	120	120	120	120	120
U. S. 5s, 5-20s, c. 1867.120	120	120	120	120	120	120
U. S. 5s, 5-20s, reg. '68.	120	120	120	120	120	120
U. S. 5s, 5-20s, c. '68 .120	120	120	120	120	120	120
U. S. 5s, Pac.R.R.issue107	107	107	107	107	107	107

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 20.

W.14.Th.15.F.16.Sat.17.M.19.Tu.20

Catawissa						
.. preferred	37	37	37	37	37	37
Camden and Amboy	131	131	131	131	131	131
.. 6s, 1870	89	89	89	89	89	89
.. 6s, 1875	85	85	85	85	85	85
.. 6s, 1883	89	89	89	89	89	89
.. 6s, 1889	85	85	85	85	85	85
.. mort. 6s, '89	93	93	93	93	93	93
Elmira & Williamsport	31	31	31	31	31	31
.. pref.	37	37	37	37	37	37
Lehigh Navigation	36	36	36	36	36	36
.. 6s, 1884	83	83	83	83	83	83
.. Gold L.	96	96	96	96	96	96
.. R. R. L.	87	87	87	87	87	87
Lehigh Valley R.R.	56	56	56	56	56	56
.. 6s new reg.	94	94	94	94	94	94
.. 6s new reg. 94	94	94	94	94	94	94
Little Schuylkill R.R.	42	42	42	42	42	42
.. 7s	53	53	53	53	53	53
Minehill	53	53	53	53	53	53
Morris Canal	50	50	50	50	50	50
.. pref.	50	50	50	50	50	50
.. 6s, 1876	87	87	87	87	87	87
North Pennsylvania	88	88	88	88	88	88
.. 6s, 1880	87	87	87	87	87	87
.. 7s	88	88	88	88	88	88
.. 10s, 1887	88	88	88	88	88	88
Northern Central	50	50	50	50	50	50
Pennsylvania R.R.	57	57	57	57	57	57
.. 1st M.	57	57	57	57	57	57
.. 2d M.	57	57	57	57	57	57
Penn. State, 6s, 1st series	105	105	105	105	105	105
.. 6s, 2d series	105	105	105	105	105	105
.. 6s, 3d series	106	106	106	106	106	106
.. 6s, W. L.	106	106	106	106	106	106
Philadelphia City, 6s	94	94	94	94	94	94
.. new	100	100	100	100	100	100
Philad., Germ. & Nor.	47	47	47	47	47	47
Phila. & Reading	47	47	47	47	47	47
.. 7s, 1893	86	86	86	86	86	86
Philadelphia and Erie	31	31	31	31	31	31
.. 6s	86	86	86	86	86	86
.. 7s	86	86	86	86	86	86
Schuylkill Navigation	21	21	21	21	21	21
.. pref.	21	21	21	21	21	21
.. 6s, 1882	65	65	65	65	65	65
.. 6s, 1876	81	81	81	81	81	81
.. 6s, 1872	81	81	81	81	81	81
Susq. Canal	10	10	10	10	10	10
.. 6s, 1878	10	10	10	10	10	10
Union Canal, pref.	10	10	10	10	10	10
.. 6s, 1878	10	10	10	10	10	10
Hestonville, (Horse)	12	12	12	12	12	12
Chestnut & Wal.	34	34	34	34	34	34
Green & Coates	34	34	34	34	34	34
2d and 3d streets	38	38	38	38	38	38
Spruce and Pine	38	38	38	38	38	38
13th and 15th sts.	38	38	38	38	38	38

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 20.

W.14.Th.15.F.16.Sat.17.M.19.Tu.20

Baltimore City 6s, 1875						
.. 1886	92	92	92	92	92	92
.. 1890	92	92	92	92	92	92
.. 1893	90	90	90	90	90	90
Balt and Ohio	120	120	120	120	120	120
.. bonds, 1875	91	91	91	91	91	91
.. 1880	91	91	91	91	91	91
.. 1885. 93	91	91	91	91	91	91
Marietta & Cin. 1st M.	89	89	89	89	89	89
.. 2d M.	89	89	89	89	89	89
Northern Central	50	50	50	50	50	50
.. bonds, 1885	50	50	50	50	50	50
.. 1900	50	50	50	50	50	50
N. W. Va. 1st mort.	93	93	93	93	93	93
.. 2d mort.	93	93	93	93	93	93
.. 3d mort.	93	93	93	93	93	93
City Passenger R. R.	20	20	20	20	20	20

Boston Stock Exchange.

Actual Sale Prices for the week ending July 21.

Th.15.F.16.Sat.17.M.19.Tu.20.W.21

Boston and Albany						
.. 147	147	147	147	147	147	147
Boston and Lowell	141	141	141	141	141	141
Boston and Maine	141	141	141	141	141	141
Boston and Providence	134	134	134	134	134	134
Boston, Hartford & Erie 20	21	21	21	21	21	21
.. 7s, new	65	65	65	65	65	65
Cheshire, pref.	79	79	79	79	79	79
Concord	131	131	131	131	131	131
Connecticut River	114	114	114	114	114	114
Eastern	114	114	114	114	114	114
Fitchburg	130	130	130	130	130	130
Manchester & Law're	132	132	132	132	132	132
Michigan Central	132	132	132	132	132	132
Northern, N. H.	64	64	64	64	64	64
Ogdens & Lake Champ.	64	64	64	64	64	64
.. pref.	64	64	64	64	64	64
Old Colony & Newport	97	97	97	97	97	97
Ph. Wil. & Baltimore	52	52	52	52	52	52
Port'd, Saco & Ports	111	111	111	111	111	111
Vermont & Canada	100	100	100	100	100	100
Vermont & Mass.	58	58	58	58	58	58
Broadway (Horse)	99	99	99	99	99	99
Cambridge	99	99	99	99	99	99
Metropolitan	67	67	67	67	67	67
Middlesex	7	7	7	7	7	7
Central Mining Co.	7	7	7	7	7	7
Copper Falls	7	7	7	7	7	7
Franklin	60	60	60	60	60	60
Huron	60	60	60	60	60	60
Isle Royale	60	60	60	60	60	60
National	60	60	60	60	60	60
Minnesota	60	60	60	60	60	60
Pewabic	60	60	60	60	60	60
Pittsburg	60	60	60	60	60	60
Quincy	60	60	60	60	60	60

London Stock Exchange.

Closing Prices

June 25. July 3.

Atl. & Gt. West. N. Y. sec. 7 per ct.			
1st mort., 1880	60	65	60
Do. do, 2d mort., 1881	55	60	55
Do. Penn., 1st mort., 1877	60	65	60
Do. do, 2d mort., 1882	55	60	55
Do. Consol. 7 per cent. mort. 1890	25	26	25
Detroit and Milwaukee 1st mort. 7s	60	63	60
Do. 2d mort. 8 p. c.	60	63	60
Erie shares 100 dol. all paid	194	20	194
Do. sterig. 6 p. c. convertible bonds	65	70	65
Do. 3d mort. 7 p. c. 1883	60	65	60
Illinois Central, 6 per cent., 1875	98	100	98
Do. Redemption mort. bonds 6 p. c.	98	100	98
Do. 7 per cent., 1875	75	80	75
Do. 100 dol. shares, all paid	94	95	94
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75
New York Central, 100 dol. shares	95	100	95
Panama General mort. 7s, 1897	105	107	105
Penn. R. R. bonds, 2d mort. 6 per ct.	93	95	92
Do. General mort. 6 p. c. 1910	86	88	83
Philadelphia and Erie 1st mort. 1881	86	88	86
Do. with option to be paid in Phila.	86	88	86

American Railroad Journal.

Saturday, July 24, 1869.

Stock Exchange and Money Market.

The movements in the Money line, since our last, have been favorable to the borrowing interests. The demand from speculative sources for immediate aid has been on a less extensive scale, and has been quite promptly met at the reduced figures of 6@7 per cent. on call, as the governing rates in the open market. A livelier business has been noted in the discount line, choice to good grades of commercial paper having been in more request at from 7@10 per cent. per annum, as the extremes. The city banks have been further strengthened in their reserves, the deposits having been enlarged about 5¼ millions; the legal tender average, about 3½ millions, and the specie hoard over three-quarters of a million. They have consequently been more liberal in granting accommodation, and have increased their loans, about 1½ millions, or to the full extent of the requirements of their customers. The banks now hold deposits to the amount of 188½ millions against less than 180 millions two weeks ago. Their legal tender reserve is now nearly 51½ millions, against less than 46¾ millions on 17th instant. Their specie average is up to 31 millions, against 28½ millions a fortnight since, and less

than 7½ millions on the 17th of April last. Their loan and discount aggregate is 257 millions, against 276 millions on the 5th of June, 1869, and nearly 283 millions a year ago. The U. S. Sub-Treasury reduced its cash balances nearly 6½ millions, last week. They were again augmented on Monday of the current week, by order of the Secretary of the Treasury who has directed the transfer of about \$8,000,000 Currency from Washington, and the Sub-Treasuries at Boston, Philadelphia, Cincinnati, &c., to the New York Office, to pay for further purchases of United States 5-20s for the Sinking Fund. These purchases for the last half of July alone will amount to \$7,000,000, and with the premium to \$8,400,000, and the same process, it is believed, will be continued through the month of August—the concentration of the Currency balances of the Treasury being made at New York for this object. In addition to the present and accruing Currency balances from the Internal Revenues, which are in excess of pending disbursements for the ordinary support of the Government, the Treasury will be in the receipt of \$16,000,000 or \$18,000,000 in Gold Coin through the month of August, at least two-thirds of which may be sold and the proceeds turned into United States 5-20s, as not being needed to pay Gold Interest. Of the eight millions of Currency ordered to New York from the other Treasury Offices, about 4 millions were received on Monday of this week, and the general balances in Gold. Currency and other funds that afternoon were \$95,139,404 as against \$90,736,343 on Saturday night. The receipts of the office on Tuesday reached nearly 7 millions, which were nearly half a million in excess of the day's disbursements, so that the cash (coin and currency) balances on Tuesday evening were over 95½ millions. On Wednesday at noon, the Treasury purchased \$3,000,000 in United States 5-20s, and on Tuesday at noon, sales of Gold were made to the extent of \$1,000,000.

The specie reserve of the city banks according to the latest return is \$31,055,450, against \$20,399,031 same time last year. The city bank deposits are now \$188,431,701, against \$223,130,749 week ending July 17, 1868. The legal tender reserve amounts to \$51,859,706, against \$71,547,545 same time last year. The circulation now stands at \$34,178,437, against \$24,004,111 same time last year. The loans are now \$257,008,289, against \$282,915,490 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$118,554,690 a day, against a daily average of \$135,808,058 the preceding week, and \$141,028,457 the week ending with June 30, 1869. The current week's exchanges average about \$108,008,500 a day. The city banks, last week, reported a further gain of \$788,538 of specie, \$5,234,462 of deposits, and \$3,156,978 of legal tender notes. They increased their loans, \$1,583,347; and reduced their circulation, \$99,508. The city bank exchanges on Wednesday were \$87,356,694, and the resulting balances, \$3,681,003.

National Bank notes to the amount of \$128,460 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$316,525,590, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to \$16,716,295, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,838,931,) an actual circulation at this date, of \$299,809,295. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,873,100; and for the public deposits, \$22,709,500—making a total of \$365,582,600. The Treasury Department last week redeemed and destroyed \$293,886 of worn and mutilated fractional currency, and issued \$108,146 of new. The outstanding amount of fractional currency on the 1st of July, was \$32,062,528 against \$33,452,523 on June 1; \$35,330,323, on May 1, \$36,719,912 on the 1st of April, \$36,781,548 on March 1, \$35,511,127 on February 1, and \$34,215,716 on the 1st of January.

The U. S. Treasurer has issued fifty thousand dollars worth of new ten cent., and eighteen hundred dollars worth of new fifteen cent. fractional currency. The new twenty-five and fifty cent. notes will not probably be issued before the first of August.

The U. S. Sub-Treasury receipts, week ending with July 17, were \$14,895,433, including \$2,325,618 from customs duties; payments, \$21,368,790, including \$3,968,618 of coin interest; balance at the close of the week, \$90,736,343, against \$97,209,700 at the close of the preceding week, showing a decrease of \$6,473,356. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$5,266,174, including \$357,849 from customs, and payments, \$857,113, including \$467,824 of coin interest. On Tuesday, receipts, \$6,946,816, including \$377,000 from customs, and payments \$6,526,619, including \$402,169 of coin interest. The balance at the close of business on Tuesday stood at \$95,559,102, against \$94,320,598 a week previous; and \$98,230,998 on July 7, 1869. The aggregate receipts of the office in June were \$55,052,216, including \$8,847,210 from customs, aggregate payments, \$47,347,878, including \$3,131,675 of coin interest.

The outstanding amount of coin certificates on the 1st of July was \$30,489,640 against \$23,540,720 on June 1st; \$16,307,200 on May 1st; \$21,672,500, April 1, \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$1,137,000, and retired \$2,212,618 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during June, reached \$13,593,420.

Government revenues have been yielding quite satisfactorily for the midsummer season, since our last. The excises have been particularly prolific. The customs have been up to a fair average. The excises, last week, yielded about $7\frac{1}{2}$ millions; customs at the port of New York, \$2,325,618, and at the outports about \$765,000 (in coin) more, making the grand total income for the week equal to about \$11,672,334 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, during the fiscal year, ending with June 30, 1869, were \$158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about

thirty millions, making a grand total income for the year ending with June 30, 1869 of about 370 millions. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about $21\frac{1}{2}$ millions.

The dealings in Gold have been on a less confident basis, most of the week, though there has been a firm and rather buoyant market for foreign exchange, and the specie export movement has been more extensive. The range of the price has been from $134\frac{1}{8}$ to $137\frac{1}{8}$; and the closing quotation on Wednesday was $135\frac{1}{8}$. The specie shipments from the port, last week, were nearly $1\frac{1}{4}$ millions. Thus far in the current week, they have been \$530,000 by the *Allemania* on Tuesday, and \$517,276 by the steamers of Wednesday. The customs call has been on a fair scale, averaging quite as well as usual at this time of the year. Government was not a seller of gold until Thursday of this week, when a million dollars were disposed of to the highest bidders through the U. S. Sub Treasury at this port. The coin interest disbursements at the New York office reached nearly four millions last week, but have been on a reduced scale, thus far in the current week.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 17th day of July, 1869:

Average am't of loans and discounts... \$1,929,571
Average amount of specie..... 992,380
Average amount of deposits..... 2,092,166

The customs of the port on Wednesday yielded \$329,000. The U. S. Sub-Treasury disbursed \$651,392 of coin interest, on that day.

The customs demand for Gold last week, averaged \$387,603 a day; thus far, this week, it has averaged \$367,500 a day, or equal to a weekly aggregate of \$2,205,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$73,468, and since Jan. 1, \$9,671,486, against \$3,971,151 same time in 1868. The receipts from California, since our last, have been none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to June 30, 1869 was \$124,688,174, against \$113,529,891 in the preceding fiscal year. The customs revenue of the port since Jan. 1 1869, has been \$70,367,790, again \$61,707,362 same time in 1868. At San Francisco, from Jan. 1, to June 30th, 1869, \$3,720,749, against \$4,028,521 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to July 17, were about $9\frac{1}{2}$ millions.

The exports of specie, from this port, last week, were \$1,762,546, against \$2,094,138 same week last year; total, since Jan. 1, 1869, \$18,212,726, against \$57,509,316 same time last year; and the total for the fiscal year ending July 1, 1869, \$37,279,653, against \$76,309,866 during the year 1867-'68. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt \$3,968,618, and since Jan. 1, 1869, \$59,739,127, against \$56,975,367 same time in 1868; year ending July 1, 1869, \$88,325,756, against \$73,485,386 during the preceding fiscal year of 1867-'68. The specie exports from San Francisco, from Jan. 1, to June 30, 1869, were \$21,046,229, against \$20,861,187 same time in 1868.

The total receipts of California gold at this

port, during the fiscal year ending with June 30, 1869, were \$19,419,278, against \$36,726,790 in fiscal year 1867-'68, showing a decrease in the last fiscal year, of \$17,307,512.

Foreign Exchange has been in moderate request and held with increasing firmness, since our last, notwithstanding the freer offerings of commercial bills. Bankers' prime sixty day bills on London closed tamely on Wednesday at $109\frac{1}{4}$ to $110\frac{1}{8}$, and on Paris to $5.18\frac{3}{4}$ to $5.12\frac{1}{2}$; sight bills on London to $110\frac{1}{4}$ to $110\frac{1}{8}$, and on Paris to $5.12\frac{1}{2}$ c. to $5.10\frac{3}{4}$. The offering of produce bills has been unusually liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,668,910, against \$2,638,195 same week last year; total, since Jan. 1, 1869, \$100,411,558, against \$93,597,001 same time in 1868; and for the fiscal year ending with June 30, 1869, \$172,815,331, against \$179,085,149 in preceding fiscal year of 1867-'68.

A generally strong and buoyant market has been noted for Government securities, which have been offered quite moderately in the open market, while the demand has been to a fair average. The bulk of the home investment business has been in the later issues, particularly in the Ten Forty five per cent. bonds, and in the U. S. currency six per cent. bonds, issued in aid of the several Pacific Railroad enterprises. Many holders of the Five Twenties have been exchanging them for Ten Forties and currency sixes; as also for the Central Pacific six per cent. gold bearing First Mortgage Bonds, which have been placed on the regular sale list of the Stock Exchange and which have been dealt in daily at the Board, through the week, at $97\frac{3}{4}$ to $98\frac{3}{8}$ per cent. The Government bought three millions of U. S. Five Twenties on Wednesday at from 119.85 to 120.03 . The Board and street dealings on that day showed a dull market, and a rather lower range of prices.

U. S. sixes of 1881 closed here on Wednesday at $120\frac{3}{8}$ to $120\frac{1}{4}$; U. S. Five-twenties of 1862, ex-coupon, $123\frac{3}{8}$ to $124\frac{1}{8}$; U. S. Five-twenties of 1864 at $121\frac{3}{8}$ to $121\frac{1}{2}$; U. S. Five-twenties of 1865 at $121\frac{3}{8}$ to $121\frac{1}{2}$; U. S. Five-twenties of 1865, consolidated, $189\frac{7}{8}$ to $120\frac{1}{8}$; U. S. Five-twenties of 1867, $119\frac{7}{8}$ to $120\frac{1}{8}$; U. S. Five-twenties of 1868, $119\frac{7}{8}$ to $120\frac{1}{8}$; U. S. Ten-forties at $110\frac{1}{4}$ to $110\frac{1}{2}$; U. S. Six per cent. currency bonds, 107 to $107\frac{1}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 7.	July 14.	July 21.
Consols.....	$93\frac{1}{8}$	$93\frac{1}{4}$	$93\frac{1}{8}$
U. S. 5-20's of 1862...	$81\frac{1}{8}$	$81\frac{1}{8}$	$83\frac{1}{8}$
Erie.....	$19\frac{1}{8}$	$18\frac{3}{4}$	19
Ill. Central.....	$95\frac{1}{2}$	$95\frac{3}{4}$	$94\frac{1}{2}$

Railway and miscellaneous share property has been generally less active since our last. The speculative favorites have shown frequent and notable fluctuations in prices. On Tuesday the market exhibited more vigor and buoyancy during the late afternoon. On Wednesday the business was moderately active, but rates were without remarkable changes.

In domestic produce there has been less animation, since our last, and prices have been variable. Breadstuffs and Provisions closed irregularly. The export demand has fallen off considerably. Cotton wound up in favor of buyers, who were not disposed to purchase freely. Middling up-

land cotton closed very tamely and heavily on Wednesday at 34 cts. per lb. The stock of cotton now here is estimated at about 19,500 bales. The receipts at the port this week, have averaged about 1,100 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,294,000 bales, against 2,321,000 bales same time in 1867-8; exports, same time 1,428,500 bales, against 1,691,000 bales same time in 1867-8; stock on hand at latest dates, 41,000 bales, against 80,000 bales same date 1868. Total crops of 1867-8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 15,270 pkgs., against 13,715 pkgs., same time last year. From Boston, 5,872 pkgs., against 6,287 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 11½¢ to 16c., per lb.; week's receipts, 6,732. Milch cows, dull at from \$40 to \$110 each, receipts, 61. Veal calves in less request at from 6¢ to 11c. per lb.; receipts, 3,340. Sheep and lambs at from 4¢ to 7c., and 8¢ to 11c. per lb.; receipts, 23,008. Swine in moderate demand at from 9½¢ to 10c. per lb.; receipts, 14,178.

In foreign goods, there has been a fair business noted, particularly in Groceries which have been purchased freely at stronger prices. Dry Goods have been depressed. The total imports of foreign dry goods, last week, were \$1,989,212, and the total amount marketed \$814,973. The value of foreign general merchandise imported last week, was \$4,936,743—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,925,955, against \$4,680,442 same week last year; total, since Jan. 1, 1869, \$173,463,145, against \$133,640,285 same time in 1868; and fiscal year ending July 1, 1869, \$285,447,842, against \$237,712,435 during the preceding year of 1867-8.

There has been much less activity in Bread stuff freights, while Petroleum engagements for European ports have been on an extensive scale. For Liverpool we quote flour at 1s. 10½d. to 2s. 1½d. by sail, and 2s. 4½d. to 2s. 7½d. by steamer, per bbl.; grain at 7¾d. to 8d. by sail, and 9d. by steamer, per bushel; cotton at 3½d. to 3¾d. by sail, and 1¼¢ to 1½¢ by steamer, per lb.; and heavy goods 20s. to 35s. by sail, and 25s. to 40s. by steamer, per ton. Total number of vessels in port on Wednesday, 443.

The New York exports, exclusive of specie, for the week ending July 10, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,638,195	\$4,668,910
Prev. reported	90,958,806	95,742,648

Since January 1,.....\$93,597,001 \$100,411,558

The imports for the week ending July 17, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,480,619	\$1,989,212
Gen. merchandise	3,199,823	4,936,743

Total for the week.....\$4,680,442 \$6,925,955
Previously reported....128,959,843 166,537,190

Since January 1.....\$133,640,285 \$173,463,145

The balance in the Sub-Treasury on Wednesday was \$91,777,656 98.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 70; do., 6s, Levee bonds, 65; Alabama 8s, 94; California 7s, 130; Georgia 7s, 92; do., 6s, 83; South Carolina 6s, new, 65½; St. Louis, Jacksonville and Chicago 1st mort., 95; Central Pacific R. R. 6s, 98; Chicago and Milwaukee 1st mort., 88; Toledo, Wabash and Western consol. bonds, 81¼; Toledo, Peoria and Warsaw 1st mort., E. D., 84½; New Jersey Central new bonds, 100; Dubuque and Sioux City, 104; N. Y. and N. Haven R. R., 127; do., scrip, 124; Long Island R. R., 120; Western Union Telegraph, 86½; do., 7s, 88; Adams' Exp. Co., 60¾; Am. Mer. Union Exp., 42; Wells-Fargo Exp., 22½; U.S. Exp. 74; Brunswick City Land, 11; Pennsylvania Coal, 225; Lehigh and Susq. Coal, 0.77; American Flag, gold, 0.20; Benton gold, 0.17; Buchanan Farm oil, 0.50; Blood Farm, 1.50; Bennehoff Run, 0.25; Consolidated Gregory gold, 1.50; Grass Valley gold, 0.35; Home petroleum, 0.75; La Crosse gold, 0.15; Montana Gold, 0.13; Phillips pet., 0.15; Pit Hole Creek pet., 1.75; Quartz Hill Gold, 1.00; Smith and Parmelee gold, 2.10; United Farm pet., 0.20.

Philadelphia.—Oil Creek and Allegheny River R. R., 40; Phila., Wil. and Balt., R. R., 52¼; West Jersey 6s, 90¾; Belvidere Delaware 3d mort., 80; Lehigh Nav. conv. Loan, 80; Schuylkill Nav. 7s, Boat Loan, 71; Delaware Division Canal, 50; New York and Middle Coal Fields, 47½; St. Nicholas Coal, 2¾; Fulton Coal, 5¼; Niagara oil, 2¼; McClintock, oil, ½; Allegheny Co., 5s, 64½; Penna. State 5s, 1870, 99; Pittsburgh 5s, 70. The latest quotations are: City 6s, 94½@95; do., free of tax, 100½@100¾; State 5s, coupon, 94½@95½; do., reg., 98¾@99¼; do., 6s, W. L., 102½@103; do., 1st series, 104@104½; do., 2d series, 105¼@105¾; do., 3d series, 106½@107; Reading, 46½@46¾; do., 7s, 1893, 104@106; do., 6s, 1880, 88@89; Camden and Amboy, 124¼@125; do., mort. 6s, 1889, 93½@94; do., 1883, 89@89½; Penn. R. R., 56@56½; do., 1st mort., 97¼@98; do., 2d mort., 96½@97½; Little Schuylkill R. R., 42@42½; Morris Canal, 28@32; do., pref., 60@61; do., bonds, 79@81; Susquehanna Canal, 10½@12½; do., 6s, 53@54; Sch. Nav., 10@10½; do., pref., 20½@21; do., 6s, 1882, 65@65; Delaware Div. Canal, 50@50½; do., bonds, 81@83; Elmira and Williamsport, 32@—; do., pref., 40@42; do., 7s, 1873, 88½@89; do., 5s, 59@60; Lehigh Coal and Navigation, 36@36½; do., 6s, 1884, 83½@84; do., R. R., Loan, 88½@89; do., Gold Loan, 95½@96½; North Pennsylvania, 35¾@37½; do., 6s, 86½@87½; do., Chattle 10s, 109@111; Philadelphia and Erie, 30½@30¾; do., 6s, 88@89; Minehill, 53¾@53½; Catawissa, 13@15; do., pref., 36¾@37½; Lehigh Valley, 56@56½; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 45@46½; West Philadelphia, 61@61½; Spruce and Pine, 26@28; Green and Coates, 38@39; Chestnut and Walnut, 48@48; Thirteenth and Fifteenth, 17@18½; Girard College, 27@30; Tenth and Eleventh, 70@71½; Union, 44@—; Hestonville, 12@12½.

Boston.—Union Pacific R. R. 6s, 86¼; Central Pacific 6s, 98½; do., 7s, 1883, 108½; Vermont Central 1st mort., 80½; do., 2d mort., 38½; Eastern R. R. 6s, 1885, 94¼; do., 1889, 96; Bur-

lington and Missouri River R. R. 7s, 1893, 88½; do., 8s, 1878, 98; Vermont Central and Vermont and Canada 8s, 1889, 100½; Old Colony and Newport 6s, 1875, 94½; Vermont and Massachusetts 6s, 90¼; Cedar Rapids and Missouri R. R. 7s, 1916, 92½; Phila., Wil. and Balt. 6s, 1876, 90; Summit Branch, 23¾; Boston and Lowell, new, 116½; Norwich and Worcester R. R., 108½; Housatonic pref., 66¼; Boston Water Power Co., 15½; Cary Imp. Co., 7½; Gilberton Coal, 25; Connecticut 6s, 1883, 99½; Maine 6s, 1889, 99½; Massachusetts 5s, 1894, gold, 106¾; do., 5s, 1888, gold, 107½; do., 6s, 1872, gold, 123¼; Chicago 7s, 97½; Cambridge 6s, W. L., 97; Bath 6s, 1898, 89; Charlestown 6s, 1889, 99½; Cincinnati 7 3-10s, 1885, 87¾; St. Louis 6s, 1888, 84; Boston 5s, 1886, gold, 106½; do., 6s, 1876, currency, 100¾; Bangor 6s, 1894, R. R. Loan, 87¼; Albany 6s, 1879, 90¾; Allouez Mining Co., 4.

Baltimore.—Maryland Defense Loan, 101; Virginia 6s, old, reg., 49¾; Baltimore City 5s, 75; Memphis City 6s, 50; Richmond and Danville bonds, 73½; Orange and Alexandria 1st mort., 80; do., 2d mort., 73; Pittsburgh and Connellsville R. R. bonds, 89. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 89@89½; Balt. and Ohio, 120½@121; do., 6s, 1875, 91@91; do., 1880, 91@91; do., 1885, 93@94; Northern Central, 49¾@50; do., 6s, 1885, 86½@86¾; do., 1900, 85@86; do., 6s, 1900, gold, 99½@—; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 92@94; do., 2d mort., 92@93; do., 3d mort., 1885, 85½@88½; Marietta and Cincinnati 7s, 1892, 89¾@91¾; do., 2d mort., 69½@70; Central Ohio, 25@29¾; do., 1st mort., 82¼@83¼; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 90½@93; do., 2d mort., guar., 88@—; do., 6s, pref., 40@60; do., 6s, guar., by Washington Co., 78@83; Richmond and Danville bonds, 73@73½; Baltimore 6s, 1875, 93@93½; do., 1886, 90¾@91; do., 1890, 92½@93; do., 1893, 90¼@91; do., 5s, 1838-70, 75@80; Memphis City 6s, 49@49½; City Passenger R. R., 19¾@20; George's Creek Coal, 68@73; Santa Clara, 1.50@2.00; Atlantic Coal, 2.90@3.00.

Rubber Car Springs.

Since the expiration of the Goodyear Patent, the manufacture of Rubber Springs has become general, and the result has been a considerable reduction in price, and in some cases a corresponding reduction in quality.

The Star Rubber Co., (Successors to Mead Rubber Co.,) were the first in the field after the expiration of the Rubber Patent, and contributed greatly in breaking down the high prices charged during the existence of the monopoly. The Springs manufactured by them, we understand, compares favorably both in quality and price with any in the market, and we have much pleasure in calling the attention of our readers to their card in another column.

The Railroad Record says that the contractors for laying of the iron on the Fort Wayne, Muncie and Cincinnati Railroad will commence laying on this road in a few days, and expect to have the road in running order between Fort Wayne and Bluffton, twenty-six miles, by the 1st of September. The contract for grading and preparing the road bed for the middle division has been given to C. Boswer & Co. The company expect to have the entire road completed by January 1, 1870.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY OF PERSON CROSSING TRACK TO LOOK OUT FOR DANGER—OTHERWISE GUILTY OF NEGLIGENCE.

The facts of the recent case of *Tracy vs. The Troy and Boston Railroad Company* (38 N. Y. 433), are fully and clearly stated in the following opinion by

MASON, J.—The decision of this case involves the construction to be given to section 44 of the general railroad act of 1850, as amended by section 8 of the act of April 15, 1854 (Laws 1850 Ch. 140 § 44, Laws 1854 ch. 282, §8). This eighth section declares, "that every railroad corporation, whose line of road is open for use, shall, within three months after the passage of this act, and every railroad company formed, or to be formed, but whose lines are not now open for use, shall, before the lines of such railroad are opened, erect, and thereafter maintain, fences on the sides of their roads of the height and strength of a division fence as required by law, with openings or gates, or bars therein, at the farm crossings of railroads, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not been done, and hereafter maintain, cattle-guards, at all road-crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs, from getting on to such railroad;" and the section then declares "that, so long as such fences and cattle-guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done, by the agents or engines of such corporation, to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been duly made, and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. (Laws 1854, p. p. 611, 612, § 8.) It was held in the case of *Brace vs. The New York Central R.R. Co.* (27 N.Y. 269), that this statute, requiring railroad corporations to maintain cattle-guards at road crossings, applies as well to streets which are crossed by railroads in villages as to country highways.

The fact, that a railroad crossing is at or near a depot, and that to make such cattle-guards there would inconvenience the company, will not excuse them from complying with the positive requirement of the statute. (*Bradly vs. The Buffalo, New York and Erie R. R. Co.*, 34 N. Y. 427).

These statutes impose the duty upon railroad companies to fence both sides of their track, and are liable for damages done to cattle, so long as such fences are not made and kept in good order. (*Shepherd vs. The Buffalo, New York and Erie R. R. Co.*, 35 N. Y. 641.)

The passage of this act being induced by public considerations, and its purpose being to protect the traveling public and the owners of domestic animals along the line of their road, it should receive a liberal construction to effectuate the benign purpose of its framers. A rigid and literal reading would, in many cases, defeat the very object of the statute, and would exemplify the maxim, that "the letter killeth, while the spirit keepeth alive." Every statute ought to be expounded, not according to the letter, but according to the meaning; "*qui haret in litera haret in cortico.*" ("Dwar. on stat. 690.) And the intention is to govern, although such construction may not, in

all respects, agree with the letter of the statute. (Plond, 205.) The reason and object of a statute are a clue to its meaning (Dwar. on stat. 695), and the spirit of the law, and the intentions of its makers are diligently to be sought after, and the letter must bend to these. (6 Bac. Abr. 384 6th ed Lond. 1807; 1 Kent's Com. 465; Smith's Com. on stat. § § 709, 710.) The defendant in this case seeks to escape liability for the injury it has inflicted through the letter of the statute. The statute declares "that every railroad corporation shall erect and maintain fences on the sides of their road," etc., and it is claimed in the case before us, that the road at the place where the cow in question was killed is not their road but the road of the Troy Union Railroad Company, and consequently the defendant is not liable.

The case shows, that the defendant is a railroad corporation, and helped to construct this Union Troy Railroad, and have secured to them, in law, the right to use this railroad, and run their cars over it. The Troy Union Railroad Company is a corporation of a peculiar character. It was never organized to become a common carrier, or for the purpose of constructing a railroad for its own use. It was organized solely and exclusively for the purpose of constructing a railroad through the City of Troy, for the use and benefit of the railroad companies running their trains to and from the said city. This really is the whole extent of its powers.

It neither owns nor runs any engines or cars. In fact, it has no right to operate this railroad. It is not organized for profit, and pays no dividends. It is supported by assessments on those railroad companies for whose benefit the road was constructed. Its passenger house and other property, and all its rights of property, if not its franchise, belong to these different railroad companies which are entitled to run and use the road. Its management is confided to a board of directors, chosen exclusively by these different railroad companies with the Mayor of Troy. Having constructed the road, the principal object of creation was accomplished. By the organic act, the defendant is forever entitled to use the road, and have the right and privilege of running its engines and cars thereon, to the exclusion of the Troy Union Railroad Company. The case shows that the track of this railroad at the place of collision is a mere continuation of the defendant's line of road, and that it alone uses the road at that point.

Upon these facts, I cannot doubt but the defendant is within the spirit and intent of this statute in regard to fences liable for the injury complained of in this case. The defendant is essentially owner and operator of this road. The statute was designed to guard against the very mischief complained of against the defendant in this case; the operating of a railroad without the statute safeguard of having it fenced. Those four operative railroad corporations, for whose use this road was constructed, must all be held liable to respond to the obligations imposed by the general railroad act in regard to fencing. The Supreme Court of Vermont, in the case of *Clement vs. Canfield* (28 Verm. 302), held, under a statute substantially like ours, that the lessee of a railroad, who was operating it, was liable if the fences were not maintained.

The judgment of the justice should be affirmed. Judgment affirmed.

Railroad Car Seats.

We publish in another column the card of the WHIPPLE MANUFACTURING COMPANY, of Detroit, Michigan, advertising their Patent Car Seat, with a cut representing it.

Their agent informs us that it was first used by the Michigan Central Railroad Company, in May, 1868, and that since then it has been adopted by nearly all the prominent Railroad Companies in the West. Early last Spring he brought it east of the Alleghanies, where its merits were at once appreciated by the managers of the principal railroads in the States of Pennsylvania, New Jersey, New York, and somewhat (thus far) in New England, where it is also being very generally introduced.

From a personal examination of the Seat, (one of which we have in our office,) we are free to say that it appears to be the most perfect thing of the kind yet produced. The arrangement of the Springs is such that they cannot lose their elasticity. It is as soft and pliable as the best of curled hair seats, and to all appearances nearly indestructible; while its cost must be considerably less than other first class seats. We bespeak for it, among our railroad friends, who have not used it, a fair trial.

We also publish a card from the same company, notifying the public that "one Carr has been manufacturing this seat and offering it for sale," without their authority; and that they will promptly prosecute all infringements of their rights under their patent.

It is gratifying to feel that all persons who bring out and perfect really useful inventions, are protected in their rights by the laws of the land; were it otherwise there would of course be no inducement for the talented and skilled among us, to give us the benefit of their labors.

The Central Railroad Company of Georgia contemplates the immediate extension of the Southwestern Railroad between Smithville and Albany, from Albany down to Newton, Baker County. When the surveyors shall have completed this work they will immediately proceed to Fort Gaines and survey for an extension of the Cuthbert and Fort Gaines branch road, from the latter point to Abbeville, Henry County, Alabama. Both of these extensions are very nearly of the same length, about twenty-three miles, and both pass through very productive cotton regions. They are to be built at the earliest possible day.

The road connecting Swedesboro', N. J., with the West Jersey Railroad, at Woodbury, is rapidly approaching completion. The road bed—about ten miles in length—is already graded, and the iron for the entire distance has been contracted for—a portion being already laid down. It is expected that trains will be running by the 20th of September.

The *Wheeling Intelligencer* says that at a late meeting of the Directors of the Pan Handle road it was resolved to put the road under contract to Wellsburg forthwith. The survey of the road to the Ohio County line has been ordered, and the survey will be immediately made.

The earnings of the Pacific Railroad of Missouri for June, 1869, were \$258,835, against \$252,373 in June, 1868—an increase of \$5,962.

SEVEN PER CENT. GOLD FIRST MORTGAGE CONVERTIBLE BONDS

OF THE Danville, Urbana, Bloomington and Pekin Railroad Company OF ILLINOIS,

Principal and Interest payable in Gold at the Farmers' Loan and Trust Company, New York. Coupons payable April and October.

FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its termini being the cities of Danville and Pekin, both in Illinois. The length of the road is 117 5-100 miles; its capital stock \$3,060,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time if desired. The total amount of bonds is limited to \$2,000,000. The security offered is, as we shall show, the very best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than \$18,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. At Indianapolis, connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to

Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville; or via the Erie, Atlantic and Great Western, to Dayton, Ohio; and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Penn. Central to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburgh, Cincinnati, Indianapolis, Danville and Peoria.

Thus with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Earnings.	Miles road.	Earnings per mile.
Chicago, Alton and St. Louis....	\$3,892,861	280	\$13,900
Chicago and Northwestern.....	11,712,248	1,162	11,670
Chicago, Rock Island and Pacific	4,105,103	410	10,012
Toledo, Wabash and Western....	3,783,820	521	7,261
Illinois Central.....	7,100,991	708	10,115

It is safe to estimate the receipts of the Danville, Urbana, Bloomington and Pekin R. R. for the first year, at \$12,000 per mile, or on 117.05 miles, \$1,404,600.

FIRST YEAR.

Receipts, as estimated.....	\$1,404,600
Estimated expenses as follows:	
Operating expenses, 50 per cent.....	\$702,300
Interest on \$2,000,000 gold bonds, 7 per ct.	140,000
Premium, 40 per cent. on \$140,000 gold ..	56,000
Set aside as Sinking Fund.....	10,000
	908,300
Leaving a net profit over interest and expenses....	\$496,300

or over 6 per cent. for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter, each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 200, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at par at any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent. currency,—over 45 per cent. more than the same amount invested in Five-twenty Bonds,—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company.

TURNER BROTHERS, Bankers,
14 Nassau Street, New York.
New York, July 22, 1869.

The gold coupons due August first on the first mortgage bonds of the Rockford, Rock Island and St. Louis Railroad, will be paid on and after that date at the office of the company, No. 12 Wall street,

Pacific Railroad Bonds.

A special dispatch to the *N. Y. Journal of Commerce*, dated Washington, July 16, says that United States bonds for \$1,582,933 34, being the balance due the Central Pacific Railroad Company for the portion of their road beginning at the 570th mile post and terminating at the end of 690.3 miles east of Sacramento, were issued to day by order of the Secretary of the Treasury. This completes the full allowance of the Central Pacific Company to Promontory Summit.

For the distance between Promontory Summit and Ogden the title to the subsidy bonds is in dispute. This portion of the line is covered by that part of the Union Pacific Railroad which extends from the 1,000th mile post to the end of 1,085.88 miles west of Omaha, and the claim of the Union Pacific Company is now pending for the bonds. The controversy arises from a difficulty about the construction of the joint resolution of April 10, which says that "the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own, the railroad from the terminus (at or near Ogden) to Promontory Summit." The subject will probably be referred to the Attorney General for his opinion as to which company shall receive the subsidy and land grant between Ogden and Promontory Summit.

Athol and Enfield Railroad:

This company was organized at North Dana, Worcester Co., Mass., on the 6th inst., by the choice of the following as a board of directors: W. Phelps, of Springfield, John C. Hill and T. H. Goodspeed, of Athol, Edward Smith and Horace Hunt, of Enfield, John G. Mudge, of Petersham, E. A. Thomas, of Prescott, Constant C. Southworth, of Hardwick, S. P. Bailey, of Greenwich, J. R. Goodman, of North Dana, and Samuel Adams, of New Salem. Immediately after adjournment of the meeting the board of directors met and organized by the choice of Willis Phelps, of Springfield, as President, and T. H. Goodspeed, of Athol, as Clerk. A committee was also chosen to meet the officers of the Northern New London Railroad, to confer with them in relation to their aid and assistance in the construction of this road, which, if built, must be a great benefit to that road, and their liberal co-operation in this enterprise is confidently expected.

New York and Boston Railroad.

A company has been organized in New York, under the name of the New York and Boston Railroad, the object of which is to construct a railroad from the Harlem River, near its mouth, through Westchester County, about midway between the Harlem and Hudson River Railroads, to Croton Lake, thence to Lake Mahopac, Carmel and Brewster's in Putnam County. At or near the last named place it will connect with the Boston, Hartford and Erie Railroad, and thus open a new route between New York and Boston. The capital stock of the company is fixed at \$1,000,000.—*Providence Journal*.

The Cincinnati, Salem and Youngstown Railway project is being vigorously pushed by Zadoc Street and others. The road is to connect with the Pan Handle road, south of New Philadelphia.

C. O. Davis has been appointed engineer of the Portland and Rochester Railroad, and will at once proceed to lay out the extension from Alfred to Rochester.

Wilmington and Western R. R.

The stockholders of this company have organized, and strenuous efforts are being made to carry out the provisions of the charter granted by the Legislature of Delaware, and the special act of the Pennsylvania Legislature. It is proposed at present to build the first section, from Wilmington, Delaware, to Chandlersville, in Chester County, at which point it will intersect the proposed road from Parkesburg to Delaware City. The other sections of the road will connect with Oxford, Peachbottom, Hanover Junction and Gettysburg, through the southern counties of the State.

A correspondent of the *Hagerstown Mail* says that the Cumberland Valley Railroad Company will commence operations on the extension of their road from Hagerstown to Williamsport about the 1st of August, and expect to have it in running order by the 1st of December.

The Allentown Iron Company, of which H. Cabot is Secretary, have declared a dividend of five per cent., payable at the office of the company, 105 Walnut st., Philadelphia, on the 26th inst.

G. WELD THOMAS,

BROKER & DEALER IN

MISCELLANEOUS STOCKS,

BONDS,

REAL ESTATE, &c.No. 21 Nassau St., Room 8,
NEW YORK.Highest Market rates paid for all Southern and
Western Securities.
Money Advanced on Stocks, Bonds, and Real
Estate.**\$500,000**

Albany and Susquehanna R. R. Co.'s

7 PER CENT.

SINKING FUND BONDS.Twelve Years to Run and Free from Govern-
ment Tax. Interest Semi-Annually in
Albany and New York.

Secured by a mortgage on the right of way, necessary real estate, superstructures, franchises and appurtenances belonging to, or which may hereafter belong to the company. They are also further secured by a sinking fund created and reserved for the payment of said bonds, from the annual net income of said company, which fund is pledged for the redemption thereof. Ten per cent. of the whole loan is to be retired annually, to be designated by lot by said trustees on and after the 1st day of May, 1871, at par. As this loan will go off rapidly, parties who wish to invest should apply at once.

Prompt attention paid to orders by mail or otherwise.
For the present the price is 85 per cent. flat.
Further particulars at office of

G. WELD THOMAS,31 Nassau street, Room 8,
NEW YORK.

OFFICE OF THE

**Rockford, Rock Island and St.
Louis Railroad Company.**

The Coupons of the First Mortgage Bonds of this Company, matured August 1, proximo, will be paid on and after that date at the office of the Company, 12 WALL STREET, in

U. S. Gold Coin, Free of Government Tax.

H. H. BOODY, Treasurer.

A SEVEN PER CENT. GOLD LOAN.**\$6,500,000.**

The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

\$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

**EVEN BETTER IN SOME RESPECTS THAN
GOVERNMENT SECURITIES.**

The loan has thirty years to run, principal and interest payable in gold, semi-annually in either Frankfurt, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.

Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,

53 Exchange Place, N. Y.

M. K. JESUP & CO.,

12 Pine street, N. Y.

4t30

MACHINERY SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO. offer for sale their entire stock of MACHINERY, TOOLS and ENGINEERING PLANT.

The machinery was procured from celebrated manufacturers, and has been kept in the best of order. Any information relating thereto will be furnished, together with descriptive catalogue and price list, on application to the Company's Agent,

WILLIAM S. AUCHINCLOSS,Office corner Steuben & Warren sts.,
Jersey City, N. J.

4t30

HAND STAMPS,**SEAL PRESSES.****RIBBONS,**

For R. R. Companies and Bankers,

JOHN HOAD,

151 Fulton St., N.Y.

Proposals for Bridging!

SEALED PROPOSALS WILL BE RECEIVED AT this Office until 12 M., Saturday, August 7, 1869, for the bridging and timber work on the line of the Tebo and Neosho Railroad between Sedalia and Clinton.

Bids on bridging will be per lineal foot. Bids on timber work, such as open culverts, road crossings, and cattle guards, will be per 1,000 feet B. M., in place.

Plans and specifications can be seen at this office. Bidders at a distance can obtain the same by correspondence.

Proposals for the entire line will also be considered. The right to reject any and all bids is hereby reserved. Bids should be endorsed "Chief Engineer, Tebo and Neosho Railroad. Proposals for bridging."

A. C. MARVIN, Pres't T. & N. R. R.

Office Chief Engineer, Sedalia, Mo., July 15, 1869.

RAILROAD SUPPLIES.**PRATT & CO.,**

Nos. 46, 48 & 50 TERRACE SQUARE,

BUFFALO, N. Y.,

Importers and Dealers in Hardware,

PROPRIETORS OF THE

BUFFALO IRON & NAIL COMPANY,

And the

Fletcher Blast Furnaces.

MANUFACTURERS OF

Refined Bar Iron, Splice Plates, Bolts and Nuts, Railroad Spike and Boiler Rivets, Cut and Wrought Nails, Boat and Bridge Spike, Coach Screws, Coil Chain, Crowbars, etc.

We keep constantly on hand a large and varied stock of general Railroad Supplies for Machine Shops, Track Work, Bridges, Car Building, etc. Orders solicited.

TO RAILROAD CONTRACTORS. Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
New York, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the **FIFTEENTH OF AUGUST, 1869**, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Contractors.

SEALED PROPOSALS, addressed to the undersigned, will be received until August 6th, 1869, for the GRADUATION, MASONRY and BALLASTING of the BUTLER BRANCH of the WESTERN PENNSYLVANIA RAILROAD, from Freeport, Armstrong County, 21 miles, to Butler, Butler County, Pennsylvania. Profile and specifications can be seen at the Engineer's Office, Freeport, Armstrong County, Pennsylvania, on and after July 26.

G. B. ROBERTS, Chief Engineer.

Railroad and Machinery SUPPLIES.

F. P. CORBY & CO.,
107 North Second St., St. Louis, Mo.

PILE DRIVING, PORTABLE AND STATIONARY ENGINES, R. R. Station and Steam PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. **BEST PRICES** obtained for OLD RAILS and all kinds of IRON and METALS.

S. A. MARTINE & CO.,

11 Warren-Street,

NEW YORK,

IMPORTERS OF

**Railway Car and
Carriage Linings,**

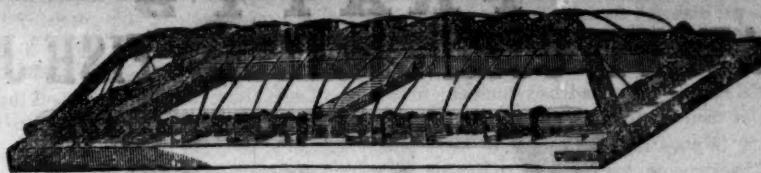
PLUSHES,

Moquettes, Seat Duck, &c.

WHEEL BARROWS,

and Store Trucks, Pugsley & Chapman, 30 Platt street, New York. Wheels, Trays, Handles, &c., always on hand. Iron Wheels to order.

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer.

DETROIT.

C. A. TROWBRIDGE, General Agent. 37 William Street, NEW YORK.

RAILROAD IRON.

1,000 TONS 45 lbs. Erie Pattern.

2,000 Tons 56 lbs. Fishing Pattern.

400 Tons 60 lbs. Bessemer Steel Rails.

In Port and for sale by

DANAS & LITCHFIELD,

18 William st., N. Y.

EDWARD W. SERRELL, CIVIL ENGINEER,

64 & 66 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

WOOD, LIGHT & CO., ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyth's Steam Hammers, Gun Machinery,
Mill Work, Shafting and Hangers, Patent
Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City.
Manufactory: Junction Shop, Worcester, Mass.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, July 3, 1869.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Illinois Central Railroad Company, payable on the 2d day of August next to the holders of full paid shares registered at the close of the 17th day of July instant, after which date and until the 6th day of August the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

NEW YORK Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 27, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thorough y and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

JOHN H. CHEEVER, Treasurer.

Warehouse, 37 & 39 Park Row, N. Y.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per E. Trowbridge, Treas.

DETROIT, May 23d, 1869.

THE UNION IRON MILLS, OF PITTSBURGH.

N. Y. Office 19 Broad Street,

ROOM NO. 42.

Beams, Girders, Channel Bar, Angle, Plates,
Post Iron, Splice Bars, Axles, &c.

Special Attention given to Unusual Shapes, Sizes
and Lengths.

ALL IRON WARRANTED.

CARS FOR SALE.

2 FIRST CLASS BAGGAGE CARS, 40 feet Long—
Compromise Gauge. For further particulars, address

WIL. M. KASSON,

4127

Buffalo, N. Y.

POOR'S MANUAL

OF THE

**Railroads of the United States
for 1869-'70.**

SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

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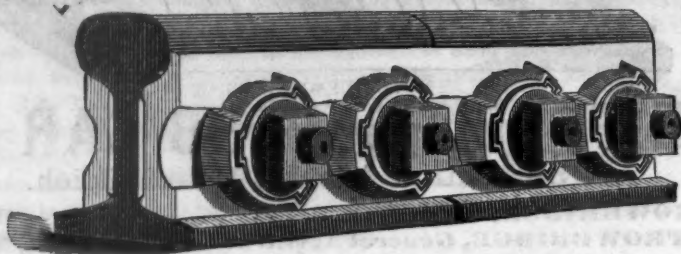
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

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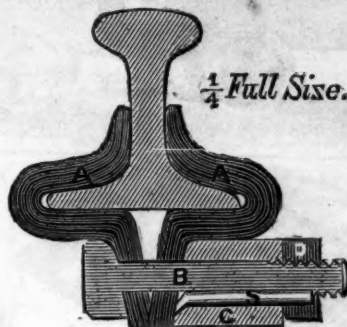
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

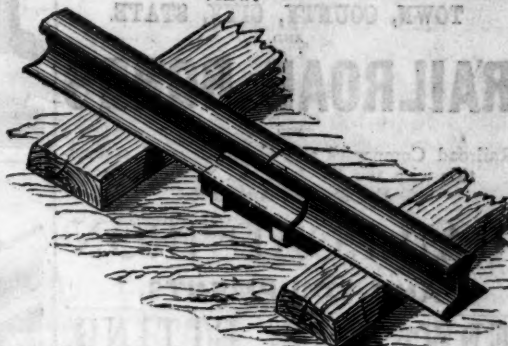
It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



$\frac{1}{4}$ Full Size.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two $\frac{1}{4}$ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

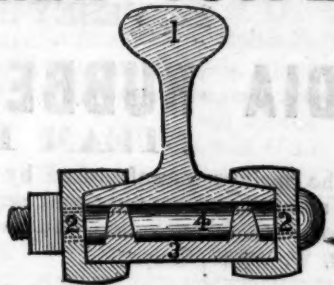
Provision has been made to prevent sliding of the rails.

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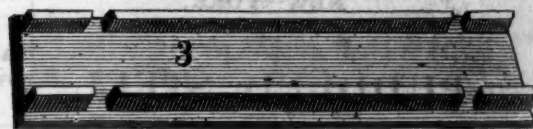
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3,) with the flanges of the rail and the bottom plate embraced by the side clamps (2,) and held firmly in place by bolts (4.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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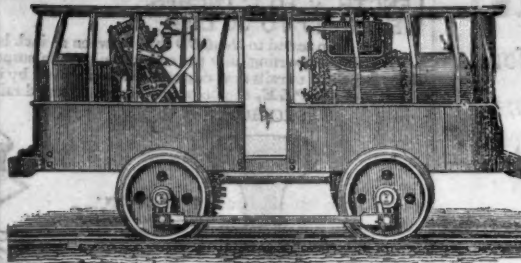
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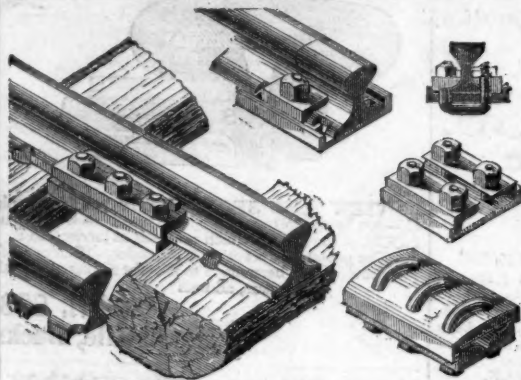


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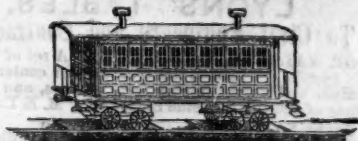
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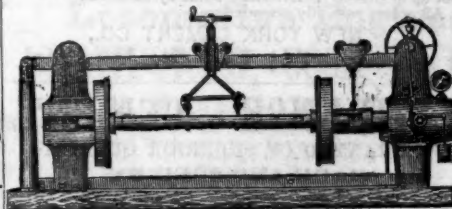
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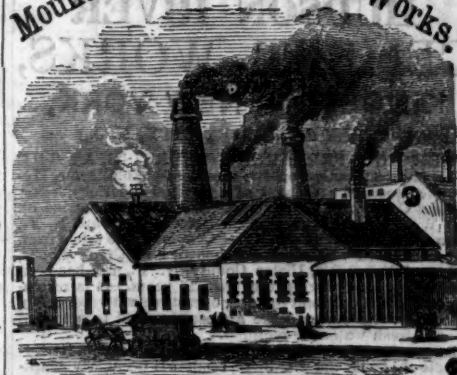
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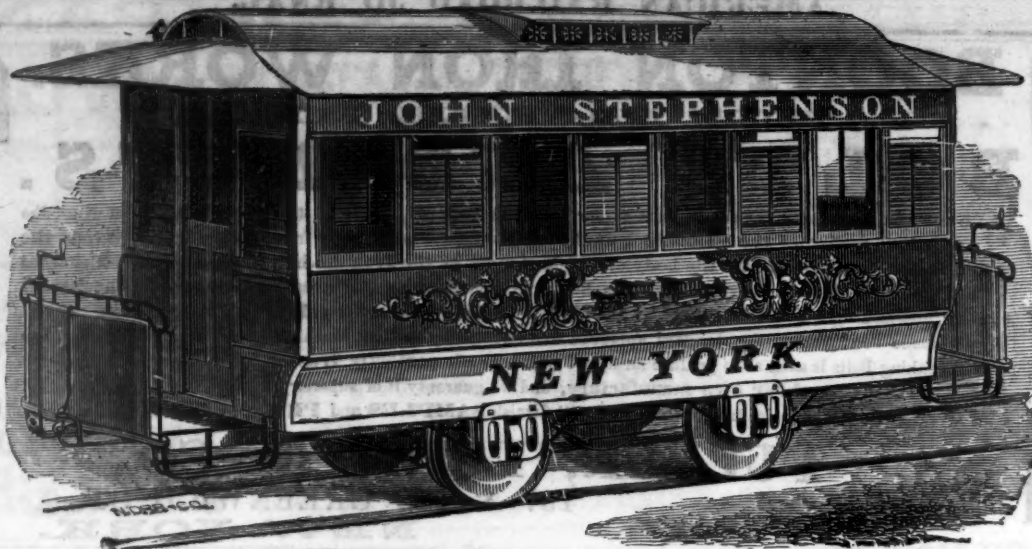
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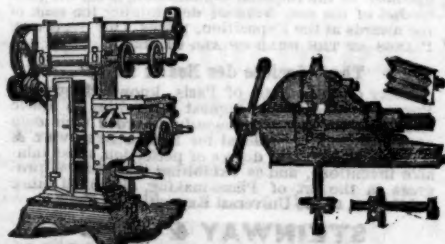
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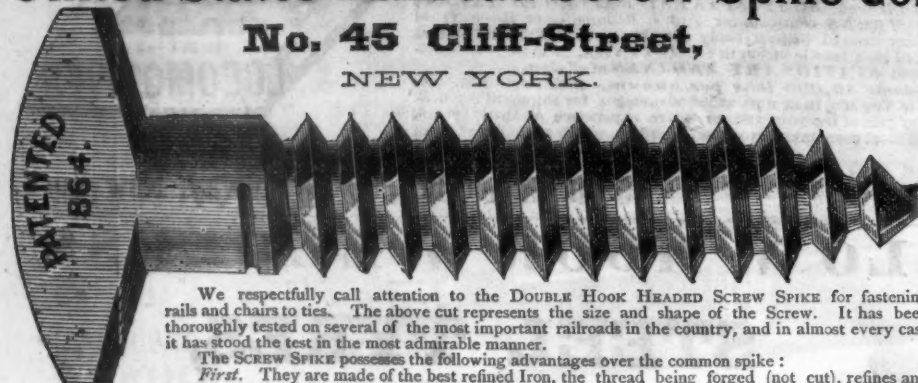
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OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 30, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway & Sons by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER.

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ED. HANSLICK.

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Members
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International Jury.

This unanimous decision of the International Class Jury, endorsed by the Supreme Group Jury, and affirmed by the Imperial Commission, being the final verdict of the only tribunal determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

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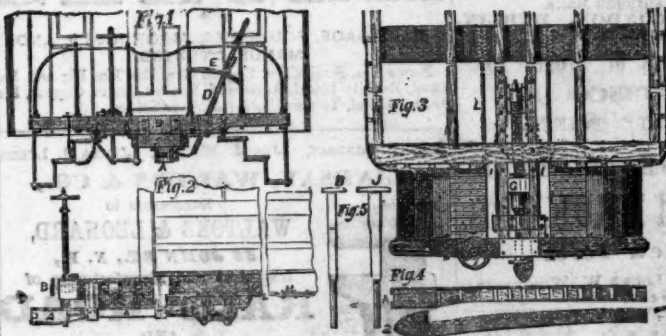
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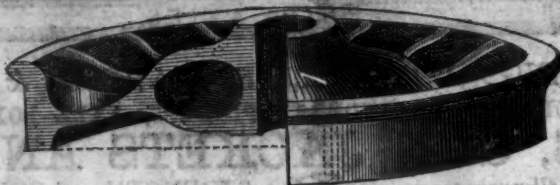
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